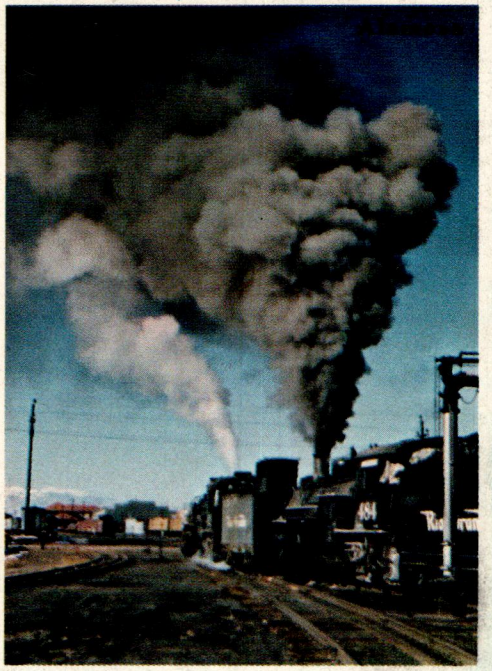
MARCH 1966--50¢

# RAILROAD MODEL CRAFTSMAN

CARSTENS PUBLICATION

NH 1412



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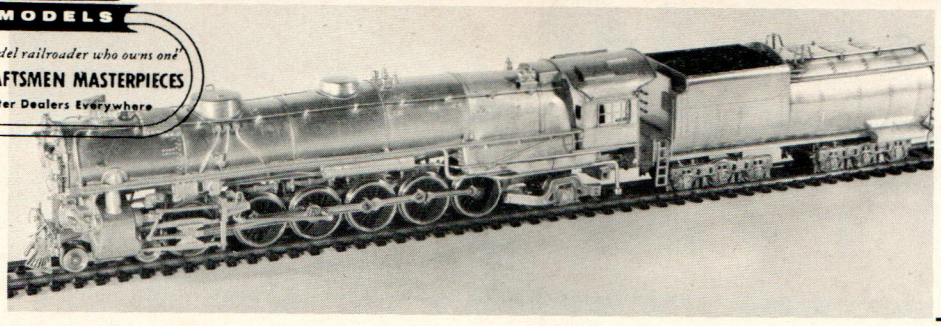

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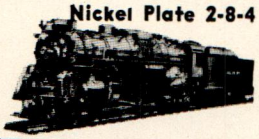
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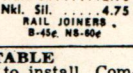
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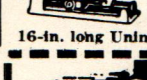
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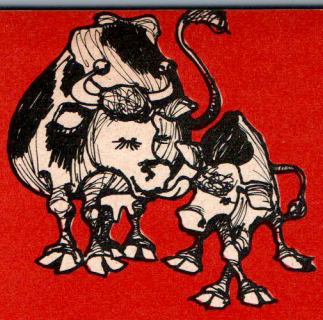

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The "calf" will be available either with or without power and has all the features of the "cow."

This will be an ideal locomotive for any size layout, from the largest to the smallest. It is found in all parts of the United States and Canada—one of the most popular type of switching locomotives ever built.

See it at your favorite hobby store.

Price, locomotive $10.98, dummy "calf," $3.98

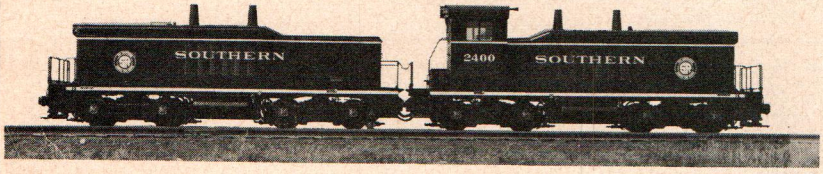


Photo of prototype

TRAINS Athearn IN MINIATURE

# ATHEARN

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# NOTES ON AN OLD TIMETABLE

A HIGHLY unlikely locomotive roster would consist of a New York Central Hudson and a Reading 0-4-0 camelback switcher. Such a roster was commonplace among many HOers back around 1940, including that of the writer.

Model railroading has progressed mightily over the past quarter century, though some of the locomotive rosters we've seen have become even weirder. Most model railroaders want as many as they can afford and if it isn't prototypical, so what. It's their road and they'll do as they please. Amen.

To which we might suggest that some nicely built shelves wide enough to hold the locos in a prominent position over the railroad somewheres might bring order out of chaos, and also make the old pike more fun. Low hood diesels and 2-8-0 camelbacks don't mix very well. Why not split the roster up into segments. Roster A could be Your Railroad as it was in 1925. Roster B could be your road as it was at the start of the diesel age in 1945, and Roster C could be Your Railroad's engines as they are today. Alternately, you could have Roster A made up of eastern steam power and Roster B nothing but western power. Your Railroad would become not one but several different railroads, depending on your mood at the moment.

Among the most popular model diesels of all time are the F-3 and F-7 by Electro-Motive, and we'll wager there's hardly a model pike in the country that doesn't have at least one or two on its roster. Despite the familiar blunt nose, the various models came in numerous detail variations that make exact modeling harder than you might think. There were variations in side grill work, roof ventilators, number of portholes, headlights, number boards, nose handrails and grab irons, pilot steps, and more; all in addition to many different styles of paint schemes and lettering. Plans of these units plus many prototype photos of roads from coast to coast appear in our April issue. . . . Plans for "Reeds" station on the old Sandy River & Rangeley Lakes RR, Maine two footer, a prototype that's ideal for any model railroad. . . . Plenty of other special features, too.

And coming up in an early issue is the first in a series of articles by one of the top modelers on how he's building his new pike. We think it'll cause a few turned eyebrows.

HC

MARCH 1966 Vol. 34, No. 10

# RAILROAD MODEL CRAFTSMAN

A CARSTENS PUBLICATION

AUDITED PAID CIRCULATION ABC

Including TOY TRAINS combined with ELECTRIC TRAINS and HOBBY RAILROADING, MINIATURE RAILROADING, MODEL & RAILWAY NEWS, THE O GAGER, and THE MODELMAKER [Est. 1924] Magazines.

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## SPECIAL FEATURES

16 Greater Putnam RR — Thomas K. Salmon
24 Chico & Chuckawalla RR — Jasper Bond
26 Railroad Sounds — Allan Sherry
28 Boomer Trail — Photos From Our Readers
44 Loco Builders Photos — Nos. 253-258
46 Maerklin Poupourri — Hal Carstens

## PROTOTYPE AND PLANS

22 Baldwin 1000-h.p. Yard Switcher — Larry Jackman
31 Railroad Retreads — Sharpe Delaney
34 Alco DL-701 Road Switcher — George A. Trager
42 Pullman Car "Andrew Carnegie" — Craig Bossler

## CONSTRUCTION AND TECHNIQUE

33 Brooklyn Elevated Car From HOn3 Coach — Dan Donnellan
36 Making Signs — Whitney K. Towers
38 Thompson, Conn., Bank — Old Sturbridge Village
48 Reversing Loop Control — Patrick Dorr, M.D.
51 Two Layouts On One Table — Layout Doctor

## DEPARTMENTS

5 Safety Valve
10 Dispatches Report
13 RMC Timetable
52 Exchange Place
54 Classified Advertising
55 Test Track
60 Trouble Shooting
66 Advertising Index

## THE COVER

New Haven 1401 Alco-built DL-701 in orange and black rumbles through Providence, R.I. Plans for this loco also used by a number of other roads are found on page 34. . . . Rio Grande narrow gauge scene at Alamosa, Colorado, in Nov. 1957 on a cold, crisp day that sent steam and smoke spiraling. Both prototype scenes by Hal Carstens on Kodachrome. . . . Gary Wilson shot the model scene at Ray's Hobby Shop in Long Beach, Calif., using Agfachrome. Additional views in the Boomer Trail on page 28.

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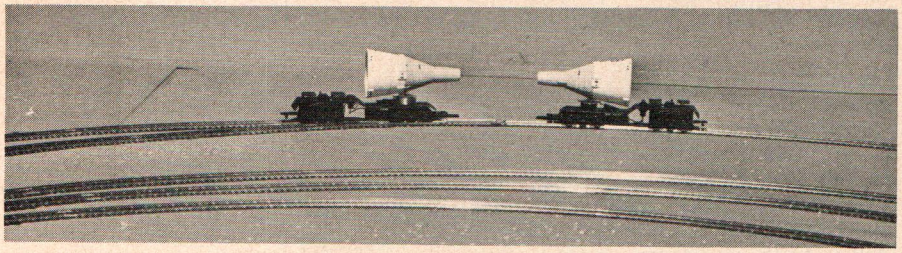
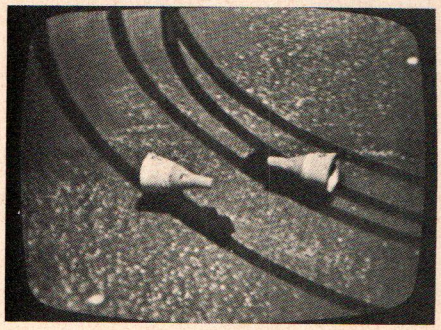
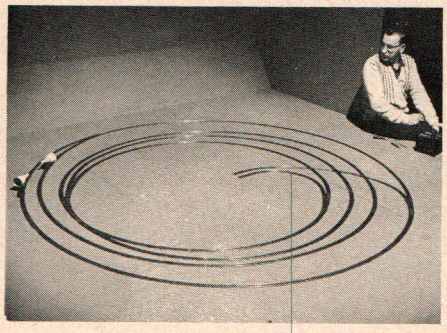
NBC News







### HO Space Rendezvous

Hey, I watched that space rendezvous. Quite a feat. Am referring of course to the model that ran on HO track. Does anybody know who laid the track and who made those space ships?

Philip Schmucker
19754 Murray Hill
Detroit, Mich. 48235

*Phil is referring to the NBS News Gemini coverage in which loops of HO trackage were laid so as to approximate the eliptical orbits of the two Gemini spacecraft, including the actual rendezvous. Al Chambers of the NBC News staff advises that the 12-foot-square layout was built by Model Railroad Equipment Corporation's Andy Uveges, who used Atlas' curvable track and switches. Tyco power cars specially built up by Andy held the Revell Gemini capsules. Diodes permitted the two cars to ride the same track. Power was also by Tyco. The track was laid in close approximation of the actual flight pattern, designed to show the orbital mechanics of the two space craft. Much to NBC's delight, Astronaut Wally Schirra referred to the flight as "just like being on rails" at the Dec. 30th news conference in Houston, doubly appropriate since both Schirra and RMC publisher Carstens attended Dwight Morrow High School years ago in Englewood, N.J.*

### Boston El Type 5

The January issue was tops, especially the article on the Boston El's Type 5. Add to the museums mentioned No. 5777 at Clark's Trading Post, North Woodstock, N.H. Also No. 5706 owned by the Boston Street Railway Assoc. and which is being restored at the Branford, Conn. trolley museum.

It would also be prototypical to add Tomlinson couplers to these cars. As Type 4's were scrapped, couplers were used on the Type 5's simply for towing purposes.

Paul Leahy
19 Hardy Ave.
Watertown, Mass. 02172

### Model Rails Are Fine People

RMC and its staff deserve a good word for their Exchange Place feature. The people who respond also deserve a word of gratitude. Their replies are very prompt and there is an air of goodwill to their letters.

An incident of particular interest happened when one model railroader in Columbus, Ohio sent a spare part that had disabled an out of production loco. He sent it free and paid the postage. If it were not for his kindness I would have been out an expensive piece of motive power. I think this proves model railroaders are the nicest people in the world.

Robert Vancour
Litchfield Turnpike
Bethany, Conn. 06525

### Plans Wanted

Where can I find plans of the original cars used on the PTC Frankfort-Market line?

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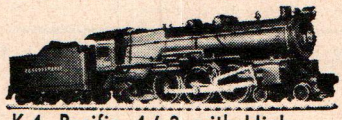

PRR K-4, Pacific, 4-6-2, with High Side Tender ..... Kit $34.50
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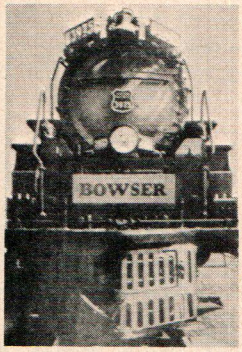


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## Railroad Hall Of Fame

Is there a Railroad Hall of Fame, and if so, where?

John Yang
227 Courtland Drive
Chillicothe, Ohio 45601

*Not to our knowledge, at this time. Several of the larger railroad museums, proposed or now in existence, could be used for such a Hall, but to be meaningful, would require the backing of the railroad industry at all levels. Ed.*

## Espee Colors

Please now! SP's diesels are not gray and maroon as you state on page 53 of the January issue, but grey and scarlet. The enclosed color chip illustrates the correct color and it is pretty close to Floquil caboose red. The lettering color on Espee engines is a very light grey.

Incidentally, all SP diesels are being renumbered and reclassified except for locos with less than 800 horsepower and engines slated for scrapping by 1970. The GE U-25b shown in the Jan. '66 issue is being renumbered from 7531 to 6731 and reclassified from DF 624 to GF 425-3.

You may now certify me among your list of certified goof-spotters.

George R. Broad
212-C Twelfth Ave.
San Mateo, Calif.

*Congratulations on becoming a Certified Goof-Spotter. Ed.*

## Railroad Curtain Material

The Baltimore & Ohio Railroad Museum, St. Clair Station, Baltimore, Md. had railroad pattern curtain material on hand in December. They also have other railroadiana available including B&O Railroad plates and various lanterns made into lamps.

Leonard Meakin
3704 Hawthorne Rd.
Rocky Mount, N.C. 27803

## New Haven FL-9 Data Revised

Ralph Balvoort's letter (RMC Oct. '65, p. 7) concerning New Haven's FL-9 has come to my attention. I feel as an engineer on our New Haven equipment I am qualified to correct a few misstatements. The FL-9's (2000-2009) have the components for dynamic braking in them but they are disconnected and not used. The 2000-2009 series came with overhead pick-up trolley but were never used and have been removed. Engines 2030-2059 never had 3rd rail trolleys on them.

The selector handle on the control post has a "b" on it but no results if put in that position for braking. Again, all dynamic braking power parts have been disconnected and are not allowed to be used on any diesel on the New Haven.

Vernon C. Palmer
NHTIA, Inc.
1325 Harrison Ave.
Mamaroneck, N.Y. 10543

## Rapid Transit

RE: Rapid Transit Fan Rebels, RMC Jan. '66. Sez who? See page 11-12 of CERA p. 105 "The Great Third Rail" for a picture of a "Rapid Transit" per se at a grade crossing with a major railroad. That one almost had me stumped. I did ride "The Roarin' Elgin" a few times before its demise.

The curved platform I'll take Layout Doc's word for. I don't remember any raised curved platforms, but the Chicago North Shore and Milwaukee did have a level curved platform at Great Lakes or just north of there. Ask almost any sailor who got his boot training at the "Lakes" about it.

The single track elevated rapid transit was easy to find in Chicago if you knew where to locate it. West of Halsted Street, the Stock Yards El ran single track for about a mile and a half to three or four stations within the Stock Yards. If my memory is correct, one of the stops was packers Avenue. The Stock Yards El was torn down early in the sixties.

At one time, I believe it is still in use by the Chicago Transit Authority, south of Wilson Ave. on the Englewood/Jackson Park El is an interchange where a CTA Baldwin juice jack picks up freight cars for servicing the customers formerly serviced by the North Shore. I bet the tower man at Wilson Ave. or Howard Street would have uttered a few unprintable words if he would have seen a steam loco or now a diesel switcher growling up the main line in error.

At one time in Chicago you could have had a three-level transit crossing. The Lake Street CSL street car at grade going east/west, the Lake Street El on the next level up going east/west, and before the subway, the Humbolt Park/Logan Square El going north/south on the third level.

There was in the suburbs a single-track "Rapid Transit" line that connected to the El that ran from 22nd and Manheim to Roosevelt Road. This was at grade all the way.

On the Douglas Park El line in Chicago at about 46th Avenue, just east of Cicero Avenue the El passes under a steam/diesel railroad.

James C. Soukup
4218 Allison Ave.
Norwood, Ohio 45212


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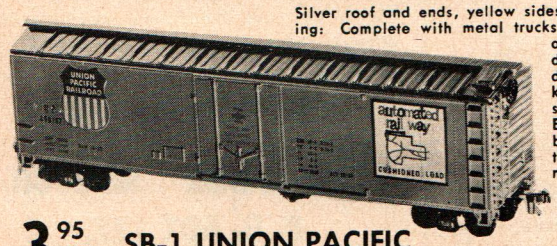


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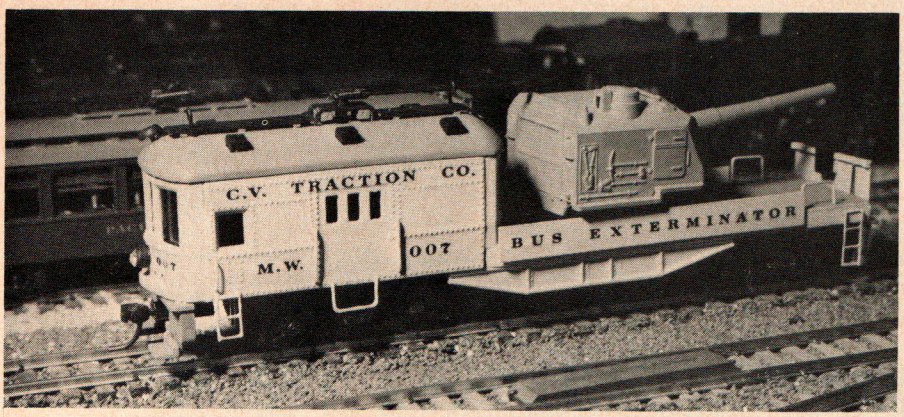
# DISPATCHERS REPORT




NEW EQUIPMENT on the Central Valley Traction Company has increased business on the line by 39.4% since being put into service. Business end came from AHM Minitank. Government insists Car 007 be in Bond!

S GAUGE scale locomotive parts man G. C. Wade, 7120 Oreon Drive, St. Louis, Mo. 63121, advises that he is no operating as *S Scale* Locomotive & Supply. A large new S gauge catalog is in preparation and will be announced when ready. Hope this gives S gauge the real shot in the arm this fine size deserves. We've often felt that if there were only one gauge or scale for everybody, S gauge might be the logical compromise. S gaugers still depend heavily on American Flyer for conversions, as per Dick Karnes' article in the Oct. 1965 issue of RMC.

Bech Brothers circus cars are now offered in HO by *Atlantic Scale Models,* P. O. Box 2208, South Portland, Maine 04106, and kits for circus wagons will be available in March. A catalog describing the entire Atlantic Scale Models line is yours for a stamped addressed envelope. And, incidently, Atlantic's boss man John C. Ritter adds that those SAE's are a big help to model manufacturers by expediting mailings, saving time, and helping keep costs down.

Another big bit of O scale news is the new 10th edition catalog of *All-Nation Line,* P. O. Box 145, Des Plaines, Illinois 60017. Loaded with illustrations depicting the entire All-Nation Line, it also includes certain other selected O gauge lines in its 104 8½x11 sized pages. Especially worthy of note is the new All-Nation high torque motor offered in four shaft and two field sizes and small enough to fit most O scale application. All in all, a must catalog for any serious O gauger, scale or tinplane. All-Nation Line is now located in new larger quarters completely separated from the Chicago Loop retail store location at 220 West Madison St. Incidently, Bob Colson gave us the poop on a bunch of new All-Nation items that are in the works for early release so watch for announcements on these new items.

One of the prettiest sights on any railroad is the early morning express train that pulls in with one coach and a string of baggage, milk and express cars. *Model Die Casting,* P. O. Box 926, has a modern plug door REA car in green with white lettering plus the familiar Railway Express herald, at $3.10 for the complete kit with prelettered and painted molded body and die cast floor.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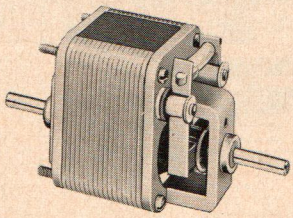

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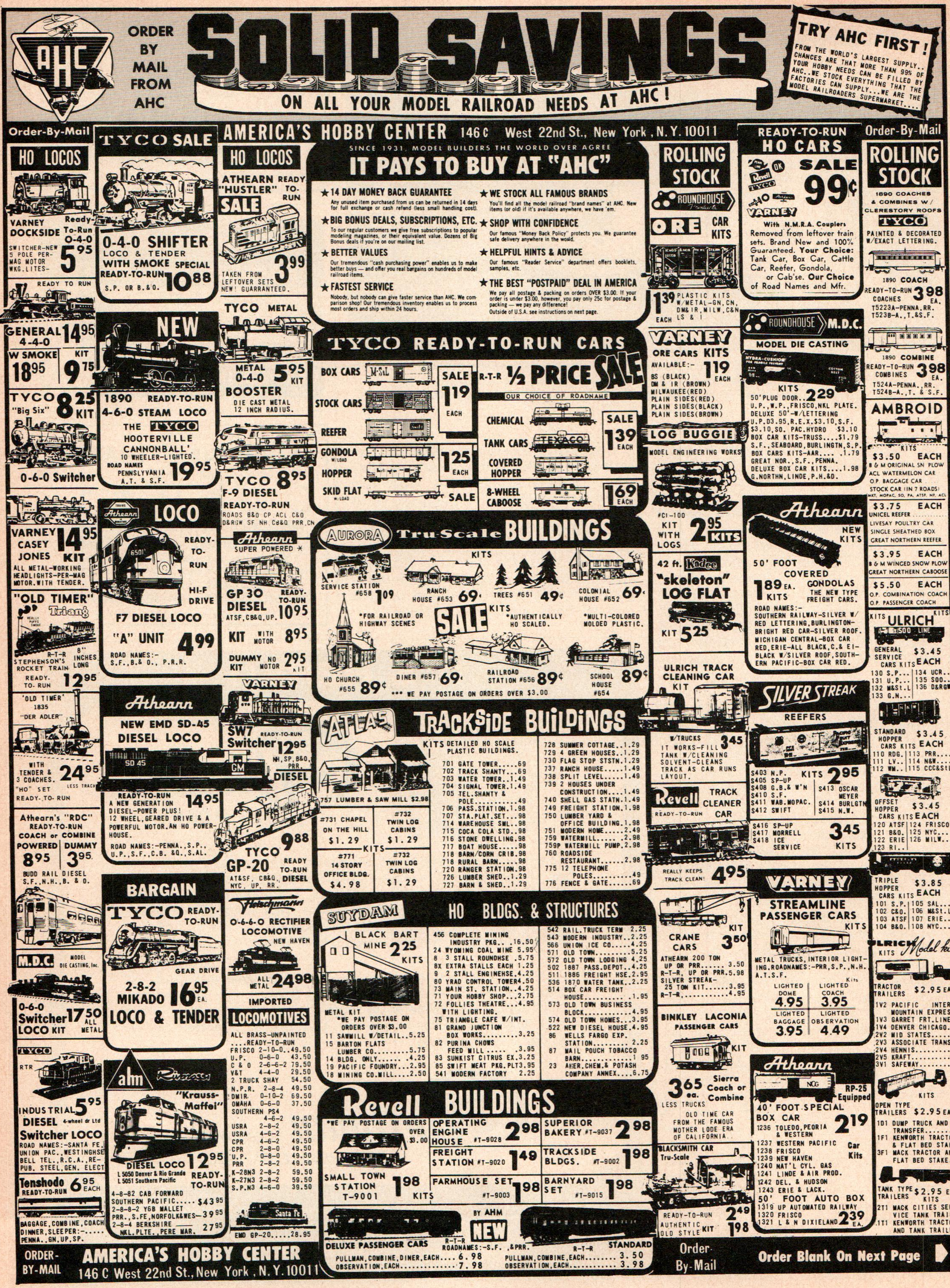

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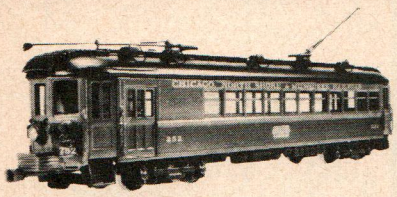

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Over 140 different HO track, switch, electrical, terminal, roadbed and other parts, plus structure kits, reference books, and other useful items for the model rail are pictured and described in the new *Atlas Tool Company* catalog available for 10c in coin (no stamps) by writing: Catalog Dept. R, Atlas Tool Company, 378 Florence St., Hillside, N. J. 07205. This one is a must for all HOers: beginners and veterans.

Another basic catalog that every HOer should have is the *Cal-Scale* illustrated folder describing their complete line of HO lost wax and plastic loco and car parts. For yours, send 15c to Box 475, Pinedale, Calif. Many Cal-Scale parts are optionally available in either lost wax brass castings or black plastic giving the modeler a choice.

*Northwest Short Line*, Box 423, Seattle, Wash. 98111 also has a pack of data sheets on their locos which are yours for the asking. NWSL specializes in all-brass locos, HO, of the Northwest area. One recent beauty is the Northern Pacific Q-6 Pacific, plus the Minarets 2-8-2 Tank engine, and a Georgia-Pacific Mikado.

And we should also mention the *Real Like* catalog at 25c Box 536, Chula Vista, California. Real Like offers a town full of structure kits that assemble easily and look good on any HO pike.

*Viscount Models* (address above) also expects to have its line of 18 different O scale refrigerator car kits ready about the time this issue reaches the stands.

*Champion Decal Company*, Minot, North Dakota, has their long awaited Freight Car Lettering Plan Book No. 2 out and its a beauty. The 80 page 8½x11 manual includes lettering and paint instructions for well over 500 different freight cars of all types representing some 208 different railroads. There is no index but finding any car is easy since all types are categorized by car type and each page is keyed accordingly for easy flipping. A very valuable reference at $2.75.

*Central Locomotive Works*, 2705 Honey Road, Lake Park, Florida, is another O gauge outfit with new items in the works but again, we've been pledged to secrecy. Central Loco does have a dandy Alco long nose 2000 hp. passenger diesel and master mechanic Bob Smith will rush the full specifications to anybody interested enough to mail him a dime. This one has a combination of lost wax and zamac detailed castings plus sprung 6-wheel trucks and Central's special transmission. Among roads which used these beautiful diesel units were the Lehigh Valley, New York Central, Nickel Plate Road, Southern Pacific, Santa Fe, Erie, Lackawanna (and E-L), and many more. Central Loco also has the Southern Ps4 Pacific which boasts some 130 odd castings.

Bob Sherwood, of *Miniatures Inc.*, Box 35, Hilliard, Ohio, advises that Neil Bennett is no longer associated with Miniatures, Inc., as an employee. The firm is working on a North Shore steeplecab in O scale.

**MINITRIX electric** OOO/N GAUGE TRAINS

1901 Old Timer Passenger Set..... $19.95
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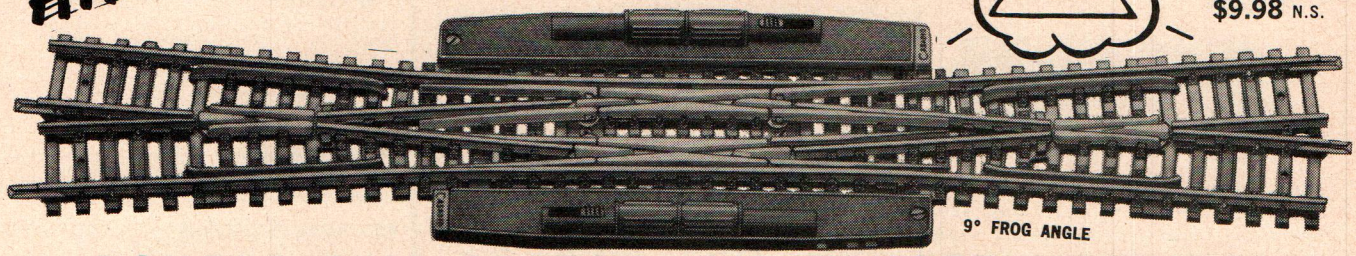


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| Curvable Track | 75¢ |
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| 18" ⅓ section | 25¢ |
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| Remote Control 3-Way Switch | 10.98 |
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| Remote Control Single Slip Switch | 8.98 |
| Curvable Track | 98¢ |
| Straight Track 9 inch | 30¢ |
| 4½" | 30¢ |
| 3" | 30¢ |
| 1½" | 30¢ |
| Curve Track 18 inch | 30¢ |
| 18" ½ section | 30¢ |
| 18" ⅓ section | 30¢ |
| Rerailer 9" | 65¢ |
| Terminal Track 18" radius | 80¢ |

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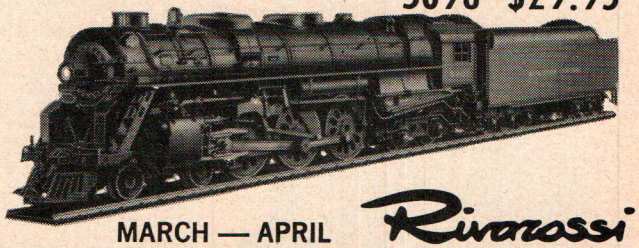
**5096 -$29.95**

The latest and most popular of the famous Hudsons of the New York Central System. Modeled after the J30 with the original 14,000 gallon 30 ton tender. Rivarossi has reproduced this locomotive in popular HO scale with the skill and workmanship that is synonymous with their name. All possible detail has been molded directly into the boiler casting. Detail impossible to mold has been added on. Rivarossi quality is built into the locomotive with superb engineering design. Equipped with scale 79" Boxpok driver, & Baker valve gear, this locomotive will out perform any locomotive in its field. The scale model has been designed for speed with heavy loads, the same as the prototype.



MARCH — APRIL Rivarossi

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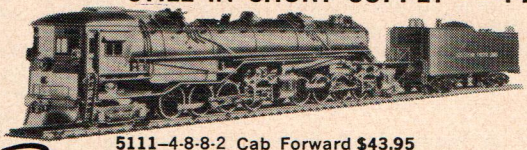

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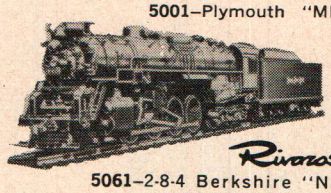

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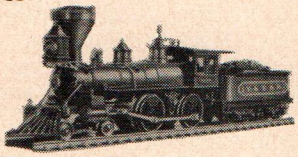

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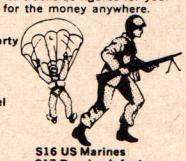

S1 Guards Band
S2 Guards Colour Party
S3 Infantry Combat Group
S4 Farm Stock
S5 German Infantry
S6 Civilian Personnel
S7 Cowboys
S8 Indians
S9 8th Army
S10 Foreign Legion
S11 Afrika Korps
S12 Union Infantry
S13 Confederate Infantry
S14 Civil War Artillery
S15 Wagon Train
S16 US Marines
S17 Russian Infantry
S18 Japanese Infantry
S19 Arabs (Bedouin)
S20 Robin Hood
S22 US Cavalry
S23 Paratroopers

### WE APOLOGIZE

As pleased as we are that our new items have won such great acceptance from Model Railroaders, we must again apologize at not being able to produce them fast enough. We hope you understand, that you'll be patient, and that you'll place firm orders with deposits at your favorite AHM supplier in order to get early delivery on these magnificent units.

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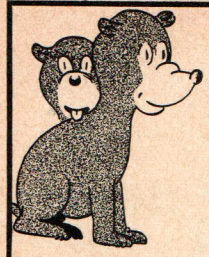
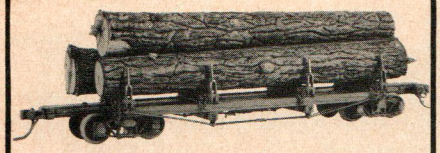
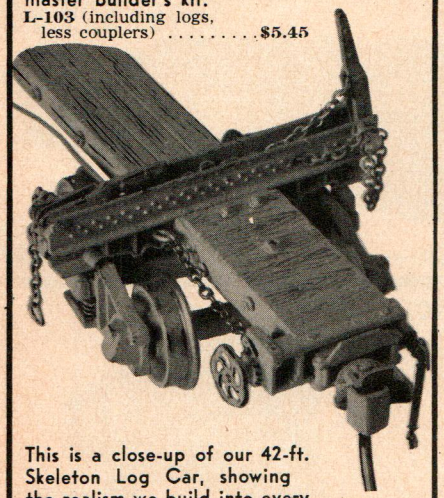


We're "BEARS" for Realism



Here's a Truss Log Car with all-metal, fully sprung trucks, metal log bunks with movable stakes, rivet and bolt detail, wood main beam and side rails; even metal queen posts and truss rods with "formed-in" turnbuckles—over 100 parts! A true master builder's kit.

L-103 (including logs, less couplers) ..... $5.45



This is a close-up of our 42-ft. Skeleton Log Car, showing the realism we build into every kit. Check the bolt and nut detail, brake wheel and ratchet, air hose, chain and the end casting. We show a Magne-matic coupler because we're REALLY bears for realism.

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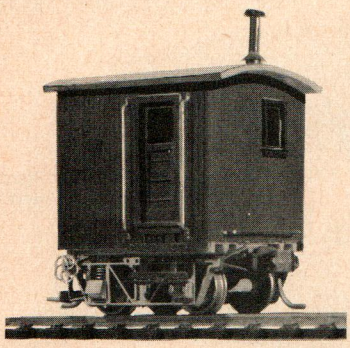

This little "Chic Sale" caboose is a picturesque addition to any logging road or even a mining or industrial short line. Scored wood sides are pre-punched for metal doors, windows, grab irons, etc. Die cast underframe has individually sprung journals, metal RP-25 wheels. (No couplers).

C-104 B-cr (caboose red) ..... $2.95
C-104 B-tr (tuscan red) ..... 2.95
C-104 B-g (grey) ..... 2.95

Kadee COMPANY 720 So Grape St., Medford, Oregon, 97501


## Limiteds

The Hobby Industry Association's February trade show at Chicago's Sherman House expected to be the largest ever. Many new train items will be displayed for the first time. . . . Ohio Railway Museum at Worthington now operating 1¼ miles of track thanks to a new highway bridge spanning Rte. 161. Operations resume in May. Active memberships are $12 per year with qualified operators allowed to operate cars.

Track laying on the Illinois Railway Museum line from Olsen Road to Karsten's Crossing (Carstens' Krossing, guys!) well under way. Wire is also on hand, from a CTA trolley bus route. The group is also looking for an old railroad coach. Membership information from the Museum at 38 S. Dearborn St., Chicago, Ill. 60603.

Brotherhood of Railroad Trainmen's News carried a story recently stating that people don't want 1930 rail service. Passengers are asking how often can they get trains and how long will the trip take. The point was made that it will take much money to modernize existing railroad plants so that service can be improved enough to attract people away from automobiles and back onto trains.

Almost every month we receive notices regarding club shows which we receive too late to use. For example, items submitted for inclusion in our May issue must be received at our Ramsey editorial offices by March 10th at the very latest, earlier if possible. Your cooperation will help.

## A Name Is A Name Is A Name

Back in 1942 a group of young New Jersey modelers organized the Mystic Knights of the Rusty Rail. A few years later another group located elsewhere but including Bruce Bowden, now an Air Force Major and active narrow gauger, organized the Mystic Knights of the Shining Rail. Now a similar situation has popped up in the midwest with the original group protesting loudly about unauthorized use of its name. Anyone have a suggestion?

## Toys or Models

A 2½ year court case to determine whether such items as HO Minitanks are toys or scale models for use in the pursuit of one's hobby ended recently. No decision has as yet been handed down by the U.S. Customs Court. The suit challenging the governments decision that these tiny plastic replicas are toys and subject to a 35% custom fee rather than a fee of 10 to 19% affixed to collectors and hobby items, was brought by *Associated Hobby Mfrs., Inc.*, of Philadelphia. The government contended that children aged 8 to 13 play with these items as toys. One psychologist testified that his exhaustive tests indicated children under 13 tire quickly with these exact miniatures and lack the patience to work with them for extended periods. AHM prexy Bernard Paul disclosed that his company has imported over


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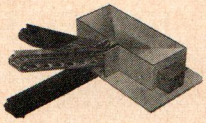

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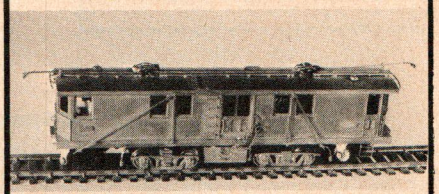

All brass imported RTR Phila Trans. Co. Snow Sweeper with operating brushes—three motors—rectified headlights. Brill 50E2 trucks. Photo shows pilot model.

Due June 1966 — Price approx. $37.95
Special: Cash orders received before March 15, 1966, $30.00.

*Pa. res. add 5% sales tax*

HUNTINGDON MODEL WORKS
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16 million such miniatures and mentioned that both the Army and Navy use them in large numbers for indoor war games. It was also stated that 75% of the sales are to adults.

### Free Caboose Decals

RMC readers making the Delaware & Hudson caboose No. 10 for the contest sponsored by the Brotherhood of Railroad Trainmen can obtain the correct decals for the car by writing, while supplies last, by sending a stamped addressed envelope to: *Caboose,* 1310 Standard Building, Cleveland, Ohio 44113. Be sure to specify HO, S, or O gauge. One set per customer. The decals were specially made for the BRT by Champion Decal Company. Plans for the car were presented in all five popular scales: O, HO, S, TT, and N (OOO), along with a full color cover of the prototype car, in the October 1965 issue of *Railroad Model Craftsman.* Plans are also available from the BRT at the above address. As of Jan. 5th, the BRT had received over 450 entries. Preliminary contests will be held by various NMRA regions this spring, followed by a national contest at the NMRA national convention next August at Cincinnati. Special authentic colored paint is also available from *Floquil Products,* Dept. RMC, Cobleskill, N. Y. 12043.

## RMC TIMETABLE

**NOTE: Items for RMC TT are welcome but must be received 6-8 weeks before issue in which item is to be inserted. Please print or type.**

### Club Notices

BROOKLYN, N. Y. New Club on 55th St. in Flatlands sect. Features circus & train, op. hump yard, narrow ga. & industrial switching. Meet Tues. & Sat. Junior members welcome. Contact Bob Dorsey, SO 8-7164, Don Crescimanno, SO-8-4620.

### NMRA Regional Meets

COLUMBUS, OHIO 43213. May 13, 14, 15. Mid Central Region Spring Convention, Southern Hotel. Contests, clinics (Live & canned), Layout visits, incl. Ohio Rwy. Museum. Plenty prototype. Info. contact Don Dawson, 646 Elizabeth Ave., Columbus, Ohio 43213. Phone 235-3609.

IRVINGTON, N. J. March 19. Garden State Div. Little Convention, 1st Presbyterian, Grove St. & Berkeley Terr. Hours: 1-10 PM. Clinics, model display, banquet. Pkge. $4.50 in advance, $5 at gate. Info. Paul Mallery, 94 Oakwood Dr., Murray Hill, N.J. 07971.

BOISE, IDAHO. Aug. 5, 7. Pacific Northwest Region "Challenger Convention," Hotel Boise. Banquet speaker—UPRR. Press. Ed Bailey, BRT Caboose Contest, Clinics, layout visitation, movies, model displays, fan trip. Info. contact Bill Chapman, P. O. Box 4242, Boise, Idaho.

OSHKOSH, WIS. April 2. Winnebagoland Div. Midwest Region Spring Meet, The Pioneer, Oshkosh. 9 AM-9 PM. Clinics, auction, sildes, layout tour, displays, special programs for ladies. Fee $1.00. Awards banquet extra. Entries for Oshkosh Model RR Club's 9th annual model building contest must be reg. by 2 PM, NMRA rules. Info. contact John Franzen, Rural Rte. #1, Box 303, Menasha, Wis.

ALBANY, N. Y. May 20, 21, 22. Northeastern Region, Spring Convention, thruway Motor Inn, Thruway Exit 24 and Northway Entrance. Info. contact Glenn Wagner, Box 262, Delmar, N. Y. 12054.

ALBANY-SCHENECTADY-TROY, N.Y. AREA. During May. Northeastern Region Spring Convention. Special BRT caboose contest open to all, regardless of membership in either NMRA or NER. Plans incomplete. Contact Donald S. Robinson, 408 Davis St., Greenfield, Mass.

LOS ANGELES, CALIF. April 1. Los Angeles Div. PCR-NMRA Annual Auction, St. John's Episcopal Church, 514 W. Adams Blvd., off Harbor Freeway, at 7:30 PM. Auction. Entertainment and refreshments. Info. contact Robert J. Jeffreys, 5311 Sherbourne Dr., Los Angeles, Calif. 90056.

MANCHESTER, MASS., April 16. Hub Div. Little Convention. Clinics, displays, model display, movies, auction and dinner. By res. $3.00. Flyers after March 10th from Harold I. Clark, 3 Frederick St., Worcester, Mass. 01605.

CAMDEN, ARK., June 3-5. Mid Continent Region Convention. Rail trip on Reader RR (Possum Trot), Raffle, slides, movies, model contest, dinner. Further info. contact R. C. Evans, 9202 Clover Hill Rd., Little Rock, Ark.

### Club Shows

GERBER, CALIF. Every Sun. in April & May. South Shasta Lines op. "O" gauge Model RR show on G. A. Humann Ranch, Rte. # 1, Box 455, Gerber, Calif. 96035, 1 PM- 4 PM. Real size pass. carrying 2-ft. ga. train powered by 0-4-0 German built steam tank loco. Museum of antique steam eng. & farm mach. Donation $1.00 adults; 50c children.

MADISON, N. J. March 15, 20, 22, 27. West Essex Model RR Club Annual Open House, 23 Green Village Rd., Madison. Rear Entrance. Hours: Tues. 7:30-10 PM; Sun. 2:30-9 PM. "Essex Connecting RR," other exhibits. Do-Steam, diesel, traction equip. will op. over nations accepted. Contact Gene Wolfe, 70 School Ave., New Market, N. J.

CARLSTADT, N. J., March 18 thru April 3. NYSME 34th Annual Exhibition, 341 Hoboken Rd., Carlstadt. Hours: Weekdays 7-10 P.M.; Sat. 1-10 P.M.; Sun. 1-6 P.M. Adults 50c; Children 6-12 25c. Visiting model RR clubs welcome Sun. Mar. 27th from 9-12 A.M.

MENLO PARK, CALIF. March 18. West Bay Model RR Assn., Menlo Park RR Station on SP mainline, parallel to El Camino Real. 7:30-10 PM. Adm. free. Bay Area "S" gaugers round-up. Scale "S" layout, Rex Mogul, other "S" items, HO, and O. Info. contact John Bevilacqua, 1341 Union St., #1, San Francisco, Calif.

Racine County Historical Museum announces opening of a special main floor exhibition on the North Shore Line, 701 S. Main St., Racine, Wis. Jan. 15 thru Mar. 31. Museum open daily (except Mon.) 9 AM-5 PM; Fri. noon to 9 PM; Sun. 1-5 PM. Dioramas of Racine station and company rolling stock, 10' model of Electroliner, continuous color slide show and orig. art, pix & hist. documents. Write Richard A. Sampson, Director for info.

### Fan Trip

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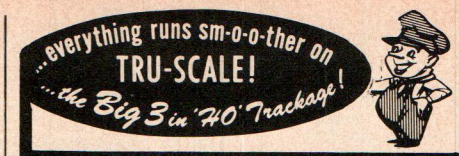


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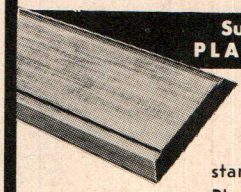
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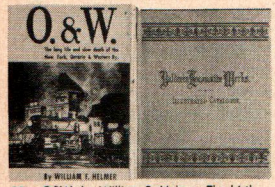

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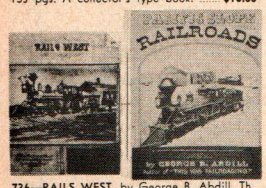

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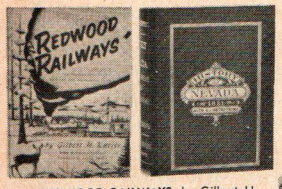

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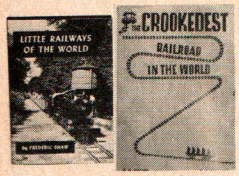

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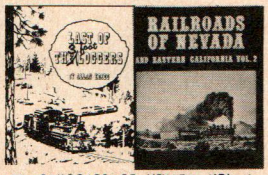

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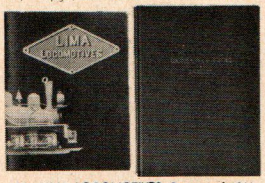

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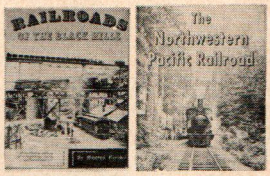

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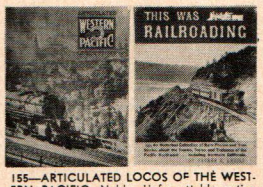

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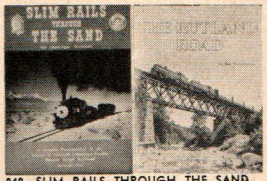

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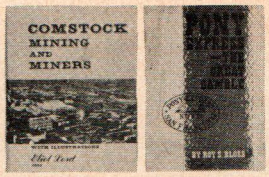

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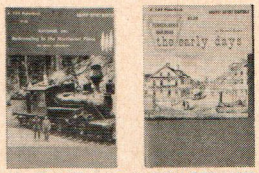

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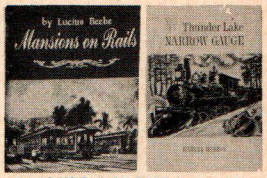

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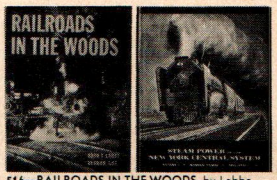

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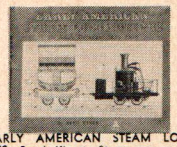

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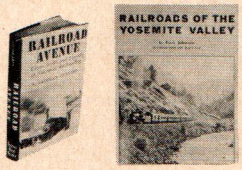

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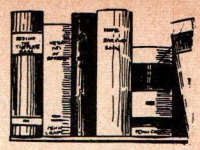

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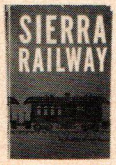


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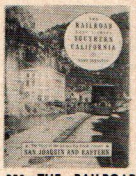


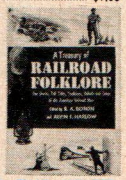


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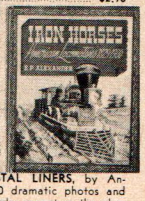


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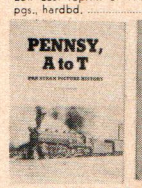


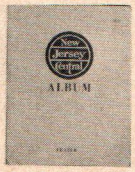


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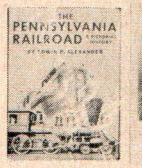


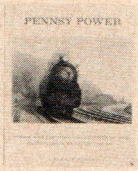


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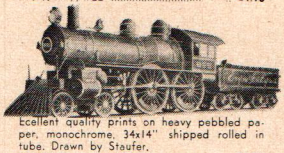

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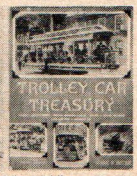


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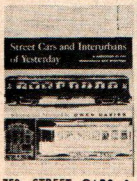

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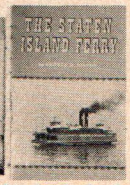


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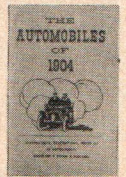


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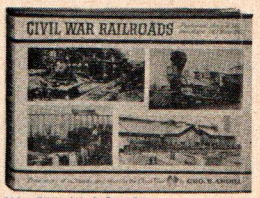


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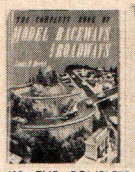


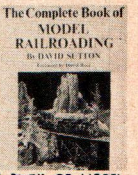


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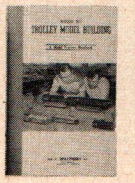

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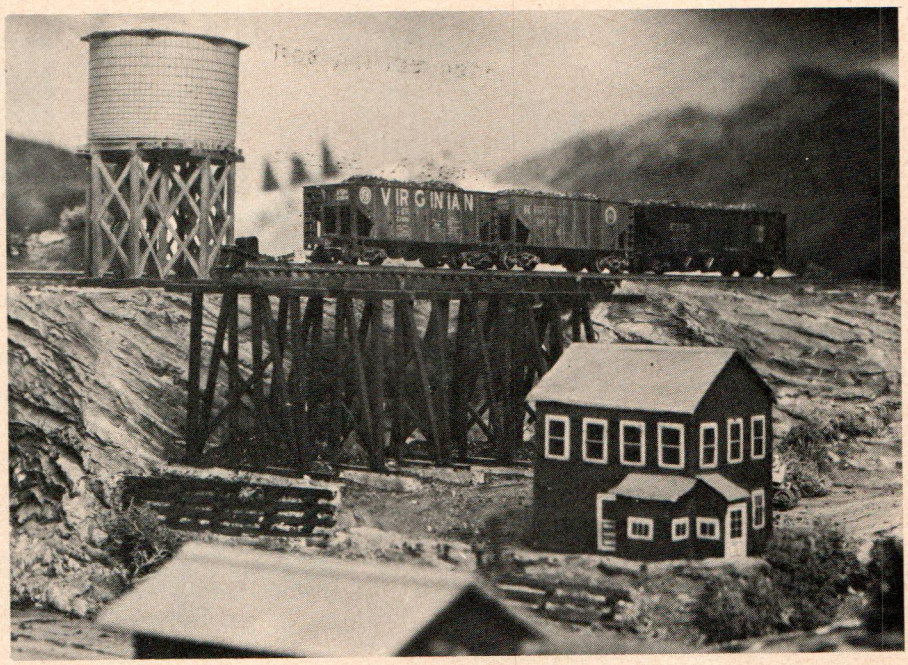
# GREATER PUTNAM RR

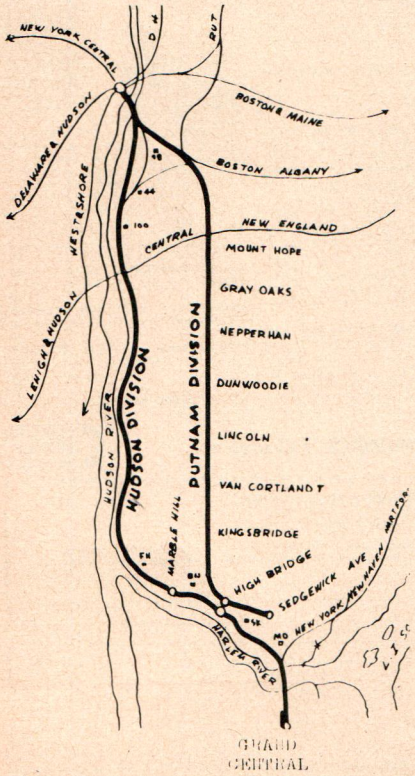
**by Thomas K. Salmon**

ABOVE: NYC power predominates on the GPRR but there are engines of other local roads as well.

BELOW: Coal trestle at Dunwoodie on the Putnam Division of the GPRR, in Dante Raffaeli photo.

**The Yonkers Model Railroad Club is officially 20 years old but its activities date back to 1940. Take a ride on its Greater Putnam RR.**




Map of the Greater Putnam RR shows its relation to other railroads in the New York-New England area. It closely follows New York Central.

REALISM in model railroading can be best obtained by closely following a prototype. This course has been followed by the Yonkers Model Railroad Club in its creation of the Greater Putnam Railroad.

When the club was organized in 1948, as an outgrowth of three earlier model railroad groups, it was decided to build a replica of the Putnam Division of the New York Central System. This was the 53-mile steam railroad which ran from Sedgwick Avenue in the Bronx, through scenic Westchester County, to Brewster in Putnam County, New York.

Author Thomas K. Salmon is a veteran Westchester County, N. Y. newspaperman, model railroader, and one time editor of the NMRA Bulletin.

Club members spent many hours afoot along the Putnam Division, photographing and measuring stations and other structures along the right of way. Equally long hours were spent in building models of those structures for installation on the Greater Putnam Railroad.

To provide a reason for the operation of the famous name trains of the New York Central, the HO layout of the Yonkers Model Railroad Club also has modeled the section of the New York Central main line along the Harlem River between Towers MO at Mott Haven where the Central's tracks from Grand Central fan out for the Hudson and Harlem Divisions, and tower BN which is junction between the Hudson and Putnam Divisions.

The Hudson Division is laid out in the familiar "water wing" pattern with Grand Central tracks and yards on one of the loops and Albany tracks and yards on the other loop — just four inches above Grand Central. These tracks run around the outside edge of the 20'x15' layout.

The Putnam Division of the Greater Putnam Railroad is an out and return loop which lets Albany double as Sedgwick Avenue, thus serving as the two main termini of the division. The Putnam Division is a single track line with five passing sidings and a freight classification yard at Kingsbridge which has a connecting track to the Hudson Division.

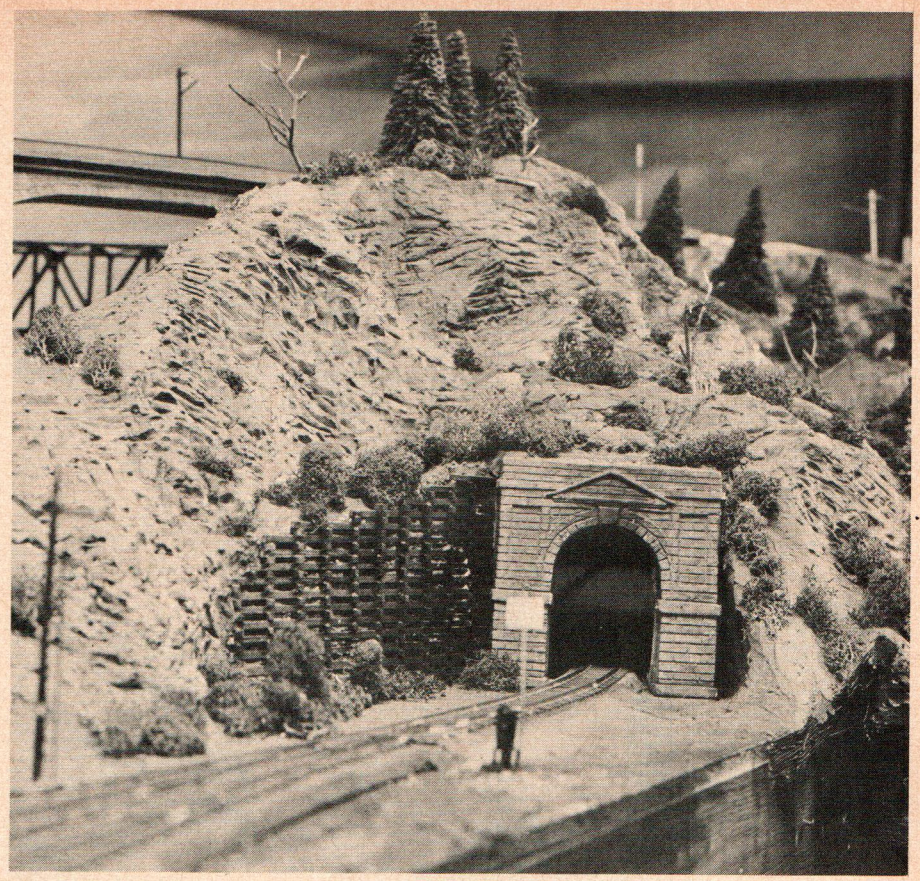
This loop winds and turns, crossing itself with bridges, all inside of the mainloop that represents the Hudson Division. Along it are seven station: Kingsbridge, Van Cortlandt, Lincoln, Dunwoodie, Nepperhan, Gray Oaks and Mount Hope; all scale models of the New York Central's Putnam Division Stations. The track pattern at each of these stations follows the prototype. This permits realistic railroad operation. Kingsbridge yard is the departure point and receiving point for all Putnam Division freight trains. It has five yard tracks with a capacity of 50 freight cars and five dead end tracks for locomotive servicing and storage of work equipment.

Through the connection at Tower BN with the Hudson Division, Kingsbridge yard also receives switcher cuts of cars from the West Side yards (Albany) and the Bronx Terminal Market (Grand Central).

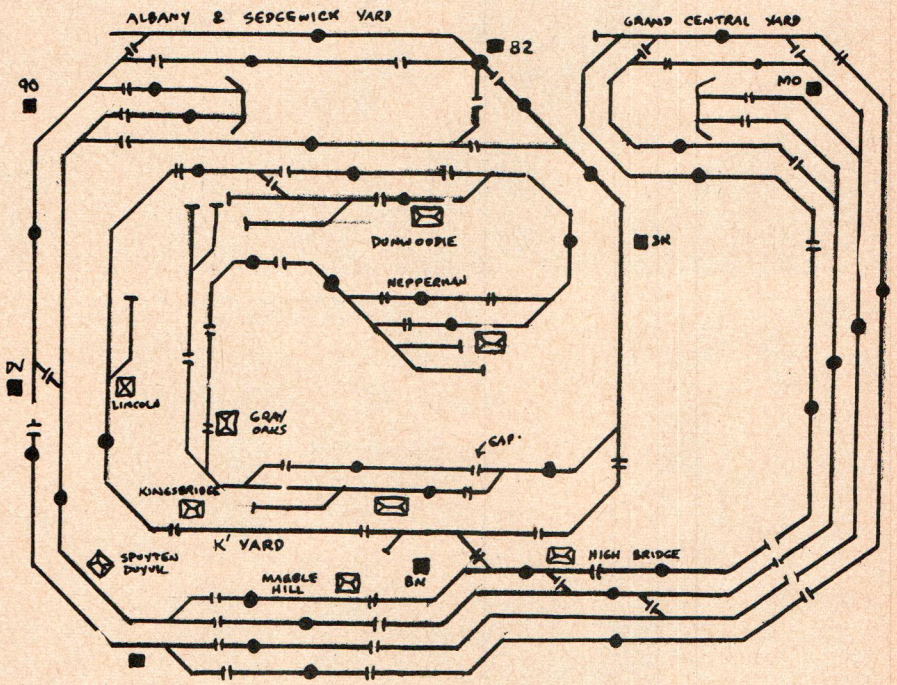
There is plenty of railroading to be done along the main line of the Putnam Division. There are 10 dead end sidings which serve as team tracks or spurs for industries. These tracks have a total car capacity of 46 freight cars.

Albany, which is a terminus for both the Hudson and the Putnam Division, is used mainly for passenger car storage and is used for changing the consist of the passenger trains operating on the Hudson Division. It has storage capacity for 30 passengers, mail and baggage cars. It also holds a few freight cars which can be sent to Kingsbridge yard as switcher cuts from the West Side yards. Albany also has a six-track locomotive service yard and a wye.

Grand Central, Hudson Division terminal, is the biggest yard on the Greater Putnam Railroad, 20 feet long with 18 tracks (about two and one half scale miles of track). It has complete locomotive facilities with a turntable, a roundhouse, and a diesel shop. The yard can store 60 freight cars and 35 passenger cars. It has ample facilities for making up any New York Central name train or commuter train and can send Bronx Terminal Market switcher cuts to Kingsbridge yard.



The real, Putnam had no tunnel portals but the Yonkers Club found them useful for hiding the winding tracks of its layout .Cribbing to left is often seen; is used to hold up hillside in steep cuts.



The Greater Putnam Railroad operates on time table schedule under dispatcher control. There is an electric wall clock that has been geared to run 10 times as fast as normal. This means that a 24-hour railroad day can be compressed into two hours and 24 minutes of actual time. Thus the actual 10-minute run over the Putnam Division makes an engineer feel that he has really been working the hour and 40 minutes the clock shows.

There are six engineer control panels which permit operation over all blocks of the Putnam and Hudson Divisions. Each panel has two telephone jacks for energizing track blocks and a rheostat to control speed. Each panel has its own circuit breaker.

There are also four operating panels for the Kingsbridge, Grand Central, and Albany yards. The engineer operating panels have access to these yards under orders of the dispatcher, but operation on the other tracks in these yards is only under control of the yard panels. All of the engineers and the yard operators wear telephone headsets and mouthpieces for instant communication with the dispatcher.

Three different types of controls have been used to move the points of more than 100 turnouts on the Greater Putnam Railroad. These have been hand levers, connected to piano wire rodding to the switch points; electric wiring to throw rods, and compressed air activitation of the throw rods by remote pushbutton control. This latter type is being installed on the whole layout, but the other methods are still in use at some places.

The rolling terrain of the Greater Putnam Railroad's countryside is made of wire mesh screening on wooden forms. The coating is patching plaster mixed with sawdust to slow its setting. Cork insulation from the walls of scrapped refrigerator cars proved the best material for making the various rock formations along the right-of-way, especially the shoreline of the Harlem River along which the Hudson Division tracks run.

The roadbed was formed with bevelled strips of wood, one-quarter of an inch thick and two inches wide. Slots cut half way through these long strips made it possible to bend them to any required radius for the curves. Fine sand sprinkled on wet paint provided the gravel base for tie strip to which brass rail was spiked. The club is replacing all brass rail with nickel silver rail.

Lichen, various weeds and flower stalks, sawdust and old paint brush bristles have been used to reproduce the vegetation along the right of way and the hills of the countryside. The hills have also provided the reason for many of the bridges that mark the landscape.

These have been copies of prototype bridges of the real Putnam Division. Wood, paper, cardboard and thread have been used to imitate the various truss, girder and plate bridges of the real railroad, the most notable being a model of the Putnam's 214-foot bridge over Croton Lake. On the model railroad it spans the widest access space in the interior of the layout.

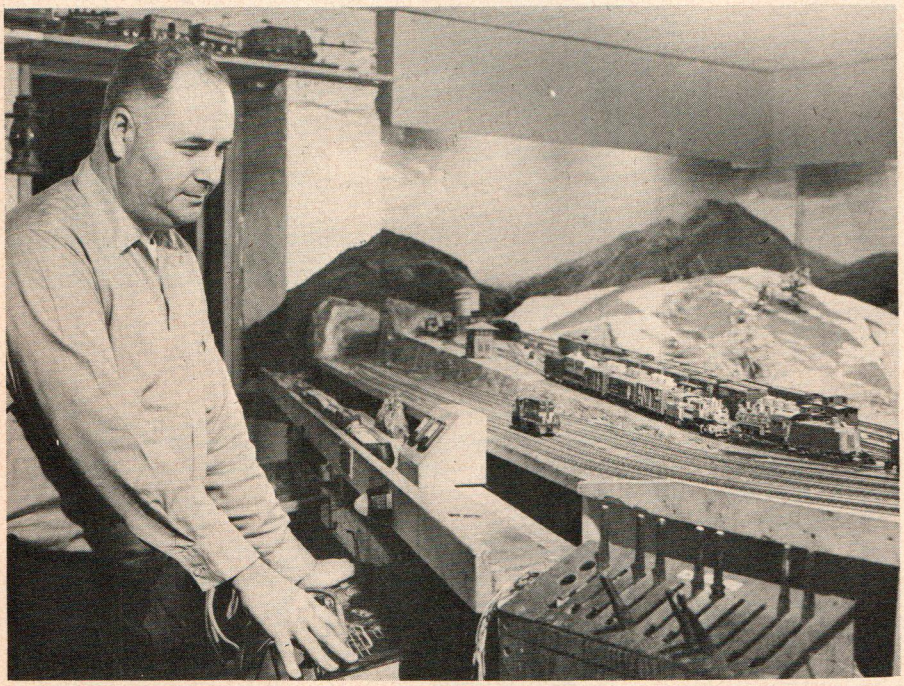
Motive power for the nearly 100 locomotives that make up the roster of locomotives comes from two six-volt automobile batteries wired in series, a trickle charger keeping the batteries at full strength. Signal lights and switch machine power is supplied through a transformer. There are plenty of circuit breakers to prevents a short at any one point to affect the operation of other circuits.

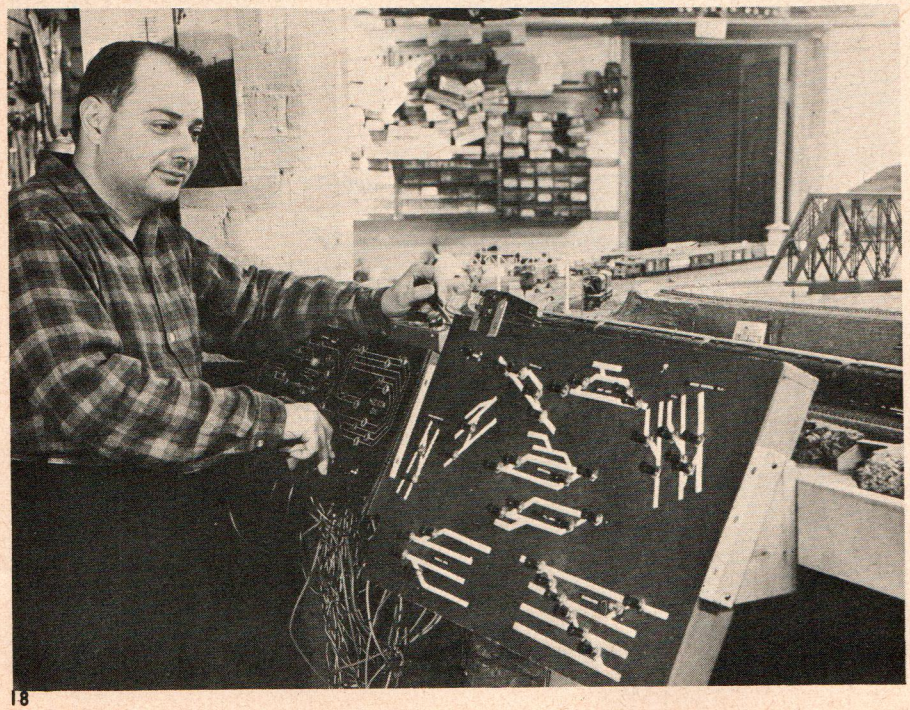
Organized model railroading began in 1939 with the Tibbetts Valley Railroad Club which was formed by a dozen men from Yonkers and neighboring communities.

The main scenic feature of the layout was a model of downtown Yonkers.

Along the right-of-way, other model structures were erected. Pictures of the model of coal yard at Dunwoodie on the Putnam Division and a four-stall roundhouse and turntable appeared in the June, 1941, issue of THE (RAILROAD) MODEL CRAFTSMAN. The July, 1940, issue of the magazine had carried a picture of the a model of the Corning Glass Works, made by club members.

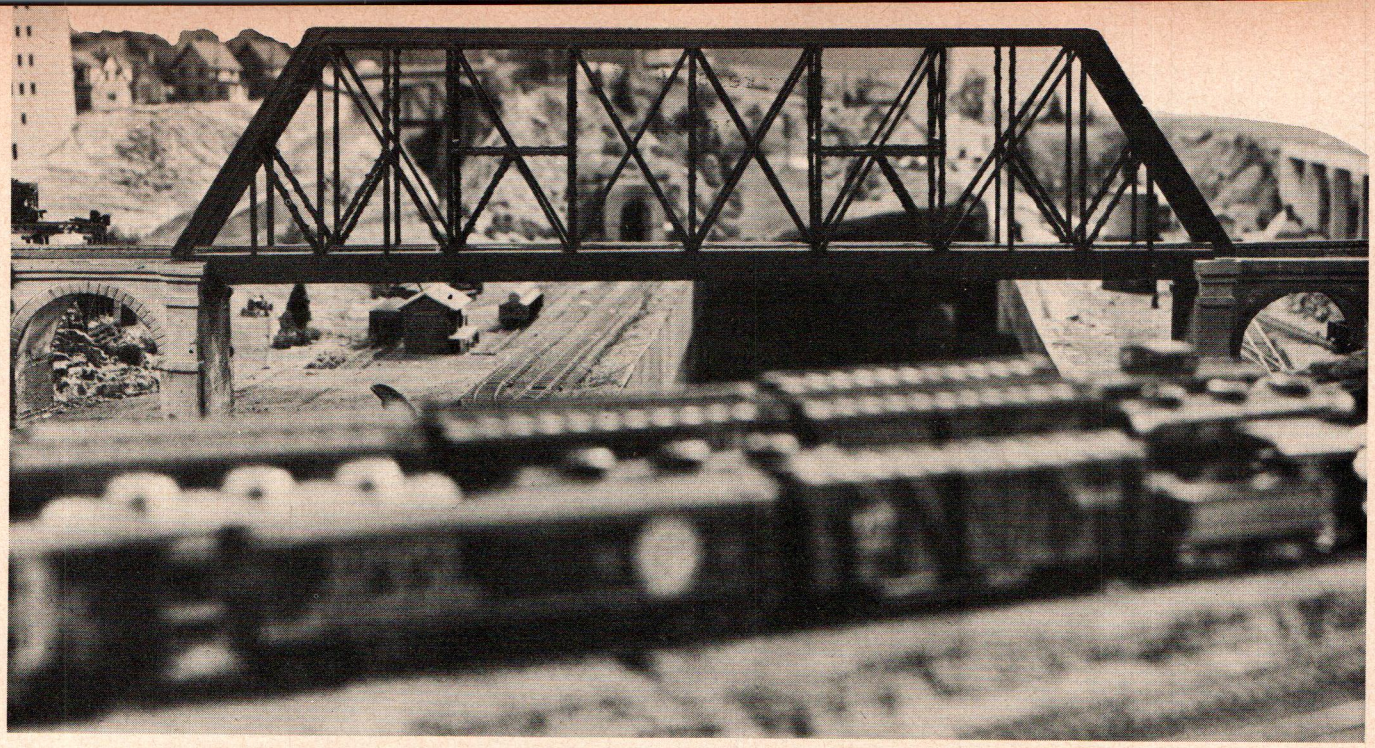
The building occupied by the Tibbetts Valley Railroad Club was sold



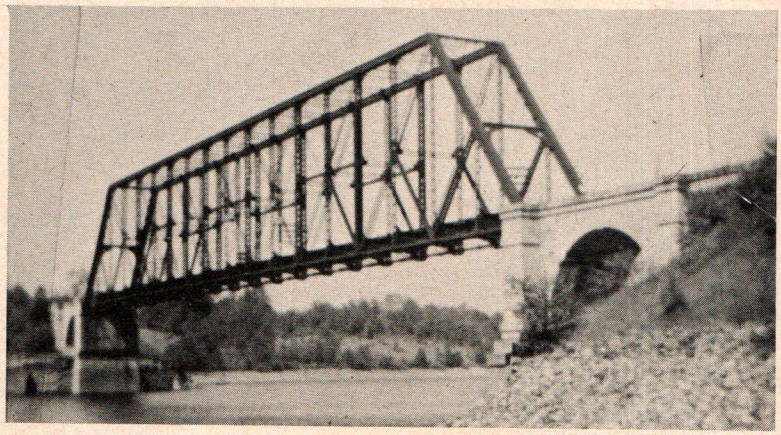


**TOP PHOTO: Engineer Marty Grell can control his loco over the entire club pike. Levers at right operate piano wire rodding to distant switches.**

**LEFT: Art Sessa at one of the control panels showing both mainline and Putnam Division.**



Passengers aboard the GPRR's Empire State Ltd. get a blurred view of the Kingsbridge Freight Yard as they pass Croton Lake Bridge on the Putnam Div., built by the late Robert Rothman from New York Central plans of 1910 vintage.



Nothing captures the attention of visitors as much as do models of actual local places. Here is the prototype bridge spanning the Croton Lake on the real Putnam Division of the NYC.

in the summer of 1941. The club was forced to rip up its model railroad system and activities were suspended until it was reorganized in September of that year under the name of the Hudson River Railroad Club.

That club was given the privilege of using a portion of the waiting room in the NYC's Getty Square Station. Some of the model structures from the Tibbetts Valley Railroad Club were installed on the layout that had been built.

A cab control system was set up to permit operation of several trains with engineers controlling their trains over the whole trackage. Telephone jacks were used to energize the various blocks. The advent of war forced the suspension of the club in 1944. The layout was torn up.

The Yonkers Model Railroaders club was organized in July, 1946, operating in the home of president, Rudolph Dahl.

The main feature of the railroad was a model of downtown Yonkers. Along the right of way, other model structures were erected including the Dunwoodie coal yard and engine terminal shown in (Railroad) Model Craftsman for June 1941. Our Corning Glass Works model appeared in the June 1940 issue of RMC.

## PUTNAM DIVISION

| Northbound (Read Down) | | | | | | | Southbound (Read Up) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 | 131 | 117 | 105 | 123 | Mls. | Table No. 1 | 122 | 106 | 124 | 108 | 132 |
| 6:00 | 10:50 | 12:10 | 3:05 | 4:30 | 0 | Sedgewick Av. | 5:05 | 5:50 | 7:50 | 9:00 | 2:00 |
| 6:10 | 11:00 | 12:20 | 3:15 | 4:30 | 15 | High Bridge | 4:55 | 5:45 | 7:40 | 8:50 | 1:50 |
| — | — | — | — | — | 18 | Tower BN | — | — | — | — | — |
| — | 11:10 | — | — | 4:50 | 24 | Kingsbridge | 4:50 | 5:40 | — | — | — |
| — | 11:15 | — | — | — | 30 | Van Cortlandt | 4:45 | 5:35 | — | — | 1:40 |
| — | 11:25 | — | — | 5:00 | 42 | Lincoln | 4:40 | 5:30 | — | — | 1:30 |
| 6:30 | 11:30 | 12:30 | — | 5:05 | 52 | Dunwoodie | 4:35 | 5:20 | 7:20 | 8:40 | 1:20 |
| 6:50 | 11:40 | 12:40 | 3:35 | 5:10 | 66 | Nepperhan | 4:25 | 5:10 | 7:15 | 8:30 | 1:10 |
| — | 11:50 | — | — | 5:20 | 81 | Gray Oaks | 4:15 | 5:00 | 7:05 | 8:20 | 12:55 |
| 7:00 | 11:55 | 12:50 | — | 5:35 | 87 | Mount Hope | 4:10 | 4:50 | 7:00 | 8:15 | 12:50 |
| — | — | — | — | — | 98 | Tower 98 | — | — | — | — | — |
| 7:10 | 12:05 | 1:00 | 4:15 | 6:15 | 100 | Albany | 4:00 | 4:40 | 6:40 | 8:10 | 12:45 |

### PUTNAM FREIGHT TRAINS

101-102 The Icebox (Refrigerators)
201-202 Rutland Milk
221-222 The Pacesetter (Mixed Freight)
321-322 Local Freight

### PUTNAM PASSENGER TRAINS

107-108 The General Putnam (Pullmans)
117 The Yorktowner (Pullman)
105-106 The Owl (Pullmans)
121-122 The Nighthawk (Coaches)
123-124 Albany Express (Coaches)
131-132 Albany Local (Gas-electric car)

**WARNING TO PASSENGERS.** The Greater Putnam Railroad assumes no responsibility to passengers for injury or inconvenience due to collisions, derailments, or failure of trains to run, or to complete their schedule.

Sale of the building suspended club operations in 1941 but it reorganized as the Hudson River Railroad Club some months later with space in the NYC Getty Square Station. Finally the war forced suspension of all activities in 1944 and the layout was torn up.

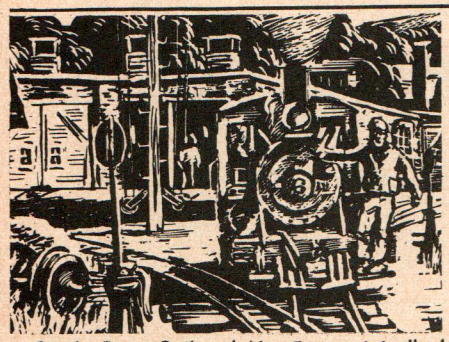
The current Yonkers Model Railroad Club was activated in July 1946 meeting in the president's home. In 1948 a joint meeting was held with members of the Hudson River Club, merging the two groups. The groups soon obtained quarters in the basement of the First Methodist Church of Yonkers and has been meeting there ever since on Thursday evenings. Club shows have been presented every year since 1949. Visitors are always welcome.

**Schematic Diagram**

Schematic track design of the Greater Putnam Railroad. T1, T2, T3, T4, T5, T6 and T7 represent the tracks on the Hudson Division. The —O— represents the insertion point for a telephone jack to give power to the track block between the rail gaps. Each engineer has this diagram on his control panel. He also has two telephone jacks to give him control over two track blocks (the one his train is in and the one in which it will move next). He also has a rheostat to control the speed of his train and a double-pole, double-throw switch to control its direction. A circuit breaker on his panel prevents any malfunction of his train from affecting any others. With this panel an engineer can operate his train over all of the trackage of the Greater Putnam Railroad except for the interior yard tracks at Grand Central, Albany and Eedgewick Avenue.

Here is an example of engineer operation over all tracks: the train is on Track 2 at Grand Central. With the green light, he moves on to Track 1, passing Tower MO, High Bridge, Marble Hill, Tower FH, Spuyten Duyvil and Tower DV. This brings him to Tower 90 where the signal sends him to Track 5 and Tower SK. At SK he is switched to the southbound Putnam Division and goes by Mount Hope, Gray Oaks, Nepperhan, Dunwoodie, Lincoln, Kingsbridge, Tower BN, High Bridge and Tower SK to Tower 82 and Sedgewick Avenue (also Albany). Leaving Albany, he passes Tower 90, Tower DV, Spuyten Duyvil and arrives at Tower FH and is switched to Track 4 to go to Marble Hill, High Bridge, Tower MO and Grand Central Track 4. Leaving Grand Central again, he moves on to Track 3, passes High Bridge and at Tower BN is switched to Putnam Division trackage, passing Kingsbridge Yard, Kingsbridge, Lincoln, Dunwoodie, Nepperhan, Gray Oaks, Mount Hope and Tower SK and Tower 82 into Albany. Leaving Albany again, he passes Tower 90, Tower DV, Spuyten Duyvil and at Tower FH is switched to Track 2 to go by Marble Hill, High Bridge, Tower MO and arrive again at Grand Central on Track 2, his original starting point. The run has used Hudson Division Tracks 1 and 3 northbound, Tracks 2 and 4 southbound and the Putnam Division tracks both southbound and northbound.

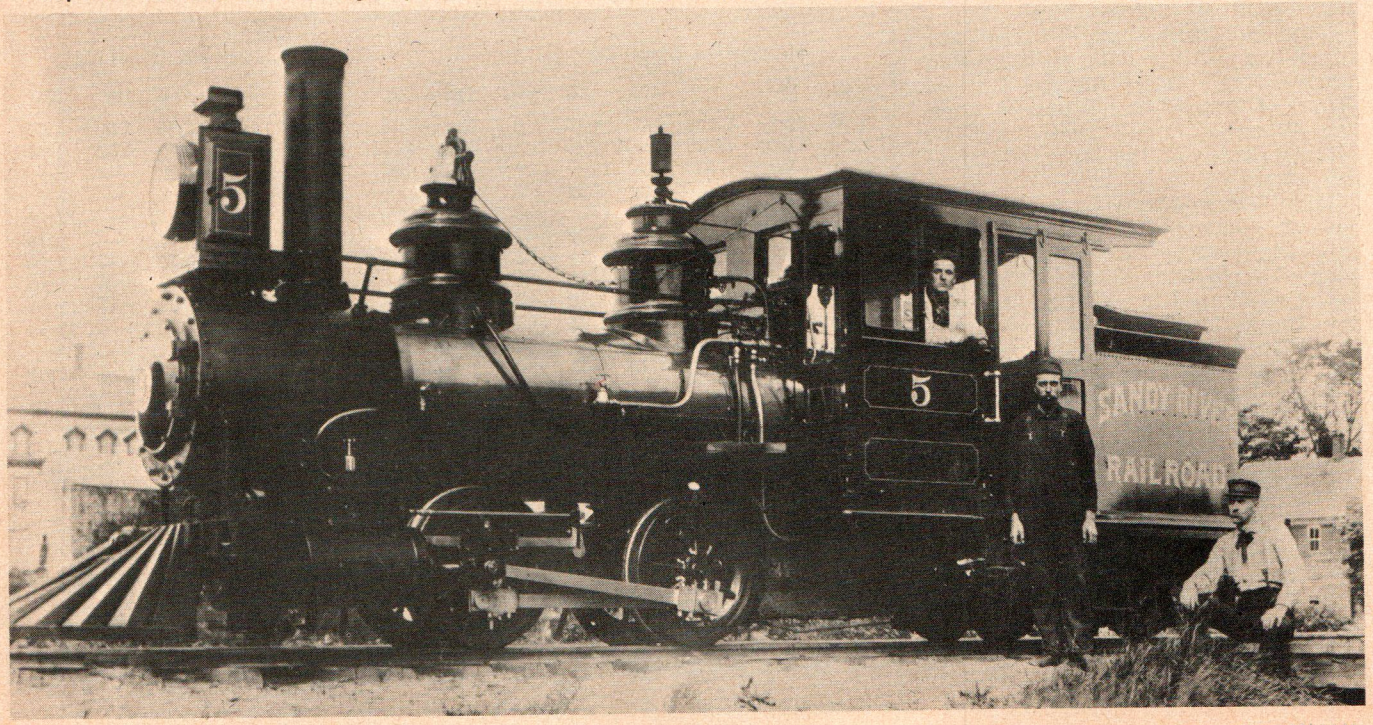
The whole operation will have taken about 51 minutes in actual time or eight and half hours on the scale-time clock or an overtime day for an engineer who has operated two Putnam Division trains and two Hudson Division trains in his stint of duty. Tracks 6 and 7 are layover tracks which also permit continuous operation on the Hudson Division. A train on Track 6 moves southbound by Tower 90, Tower DV, Spuyten Duyvil, Tower FM, Marble Hill, High Bridge, Tower MO and back to Tower 90. A train on Track 7 moves northbound by Tower MO, High Bridge, Tower BN, Marble Hill, Tower FH, Spuyten Duyvil, Tower DV and Tower 90 back to Tower MO.

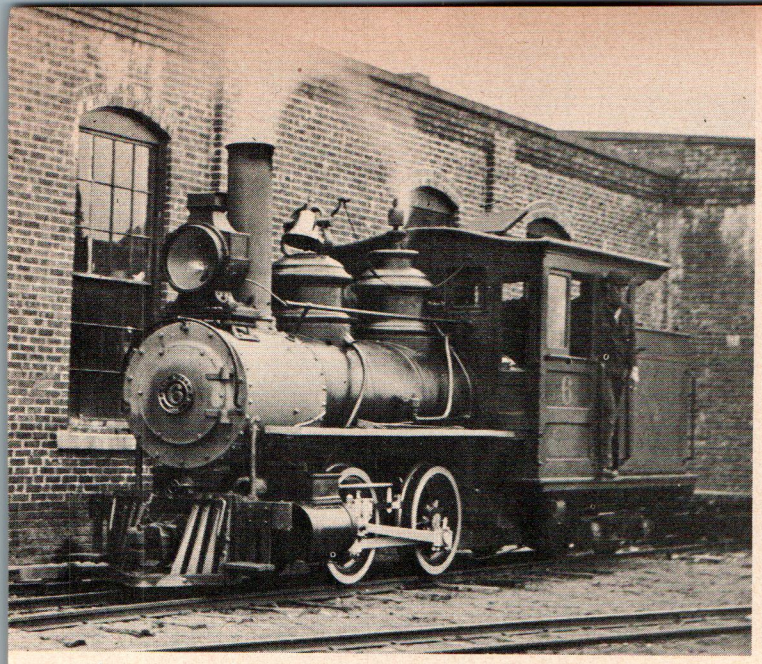


# Narrow Gauge Boomer

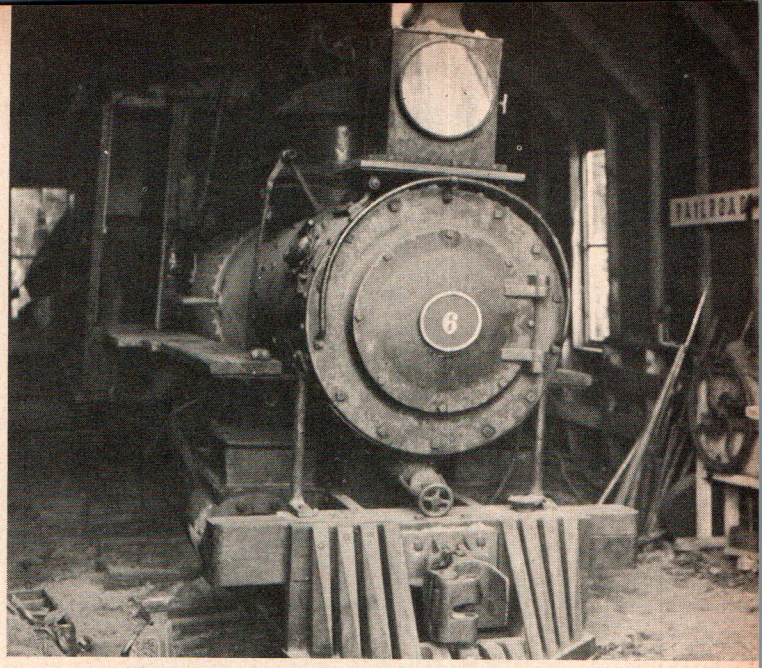
**Few locomotives carried as many road names as did Sandy River No. 5, a diminutive 24 Inch Gauge Forney type.**

Sandy River Railroad No. 5 as originally built poses with her crew. Tiny 0-4-4T was built by Portland in 1891, one of two similar locos.





The merger of five 2-foot gauge pikes in 1908 saw SR No. 5 emerge as Sandy River & Rangeley Lakes No. 6. The 1910 photograph shows her with a new number plate at the Phillips enginehouse, steam up.

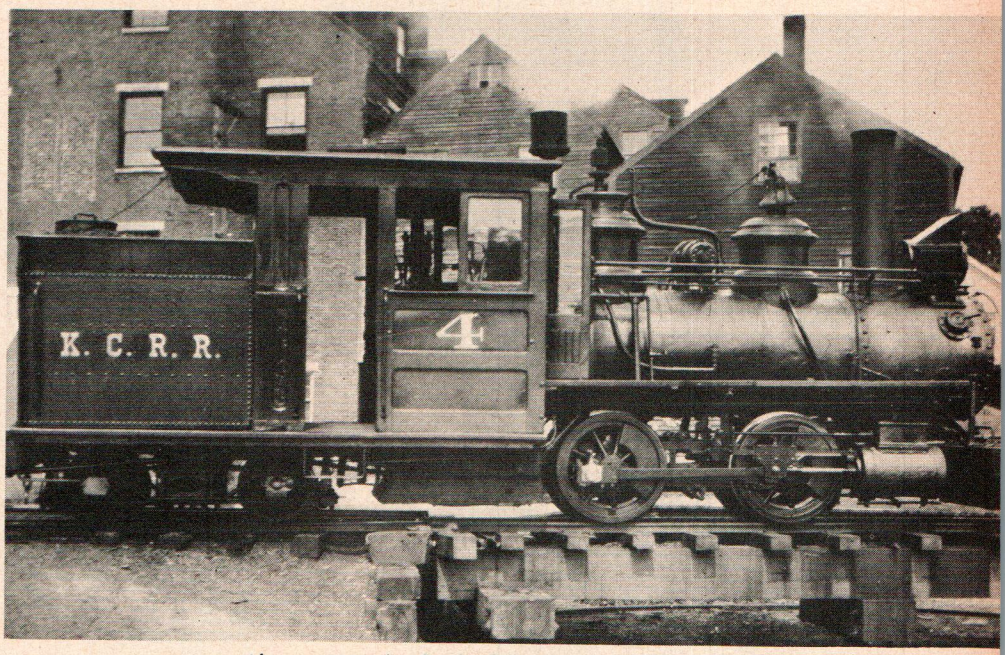


Since 1933, Portland No. 622 with a record of service on the SRRR, SR&RL, KC, and WW&F has snoozed in a barn on the farm of Alice Ramsdell, West Thompson, Connecticut. On her front a new No. 6.

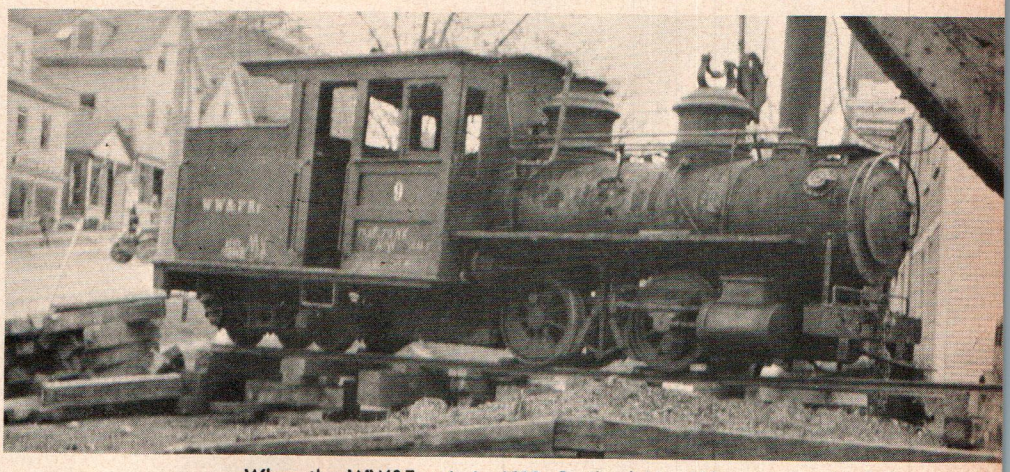
## photos from Edward Bond

THE Portland Locomotive Company of Portland, Maine, produced over 600 locomotives during its existence and quite naturally received the contracts for making some of the two foot gauge locomotives used on the various Maine two footers. One of these was a delightfully small 0-4-4T Forney type bearing Portland builder's number 622. The locomotive was built in June 1891, identical with several others built about the same time for other Maine two footers. No. 622 was built for the Sandy River Railroad as its No. 5 until merger of the Sandy River into the 120 mile long Sandy River & Rangeley Lakes system when she was renumbered 6. In 1925 the Portland Forney was shipped to the five miles long Kennebec Central Railroad, serving Gardner, Maine. From here the engine was sold to the then declining Wiscasset, Waterville & Farmington Railroad, a giant by comparison with its 44 miles of track.

With abandonment of the WW&F in 1933, Portland No. 622 was again loaded on a flatbed trailer and shipped to a farm at West Thompson, Connecticut, owned by Frank Ramsdell. Track and some freight cars were also shipped to the Connecticut farm. Through the years the locomotive, renumbered back to 6, has rested snug in a barn although her boilers have remained cold. The freight cars and other equipment rust and weather away in the yard, perhaps unsalvagable.




About 1925, the Portland loco with builder's plate No. 622 was sent to the diminutive Kennebec Central, probably as a replacement for No. 2, an identical 0-4-4T built by Portland, builder no. 621.



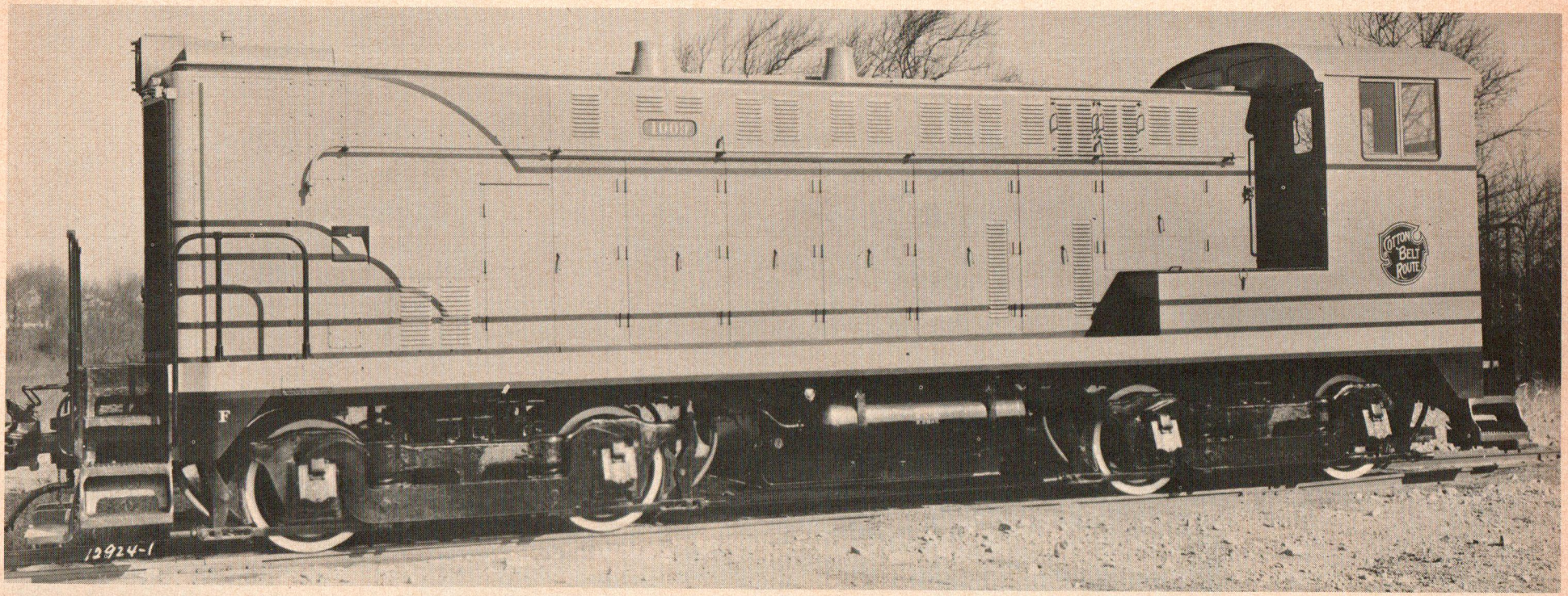
When the WW&F quit in 1933, Portland No. 622 was again loaded for truck shipment to a Connecticut railfan never to run live again.

Louisville & Nashville Eng. 2202 fitted out with cab curtains and rounded side panels. Variations were common on Baldwin locos. This L&N engine still has familiar round builders plate.

Pennsylvania Railroad 9122 was built by Baldwin in June 1948 and bore builder's plate 73616. Photo taken at Phoenixsville, Pa. on July 9, 1950. Note how details vary among locomotives.

Baldwin built TRRA's road class D-5, as in this view of No. 591 working two Wabash heavies around the Union Terminal Wye. Many of the country's crack trains come in and out of this terminal.

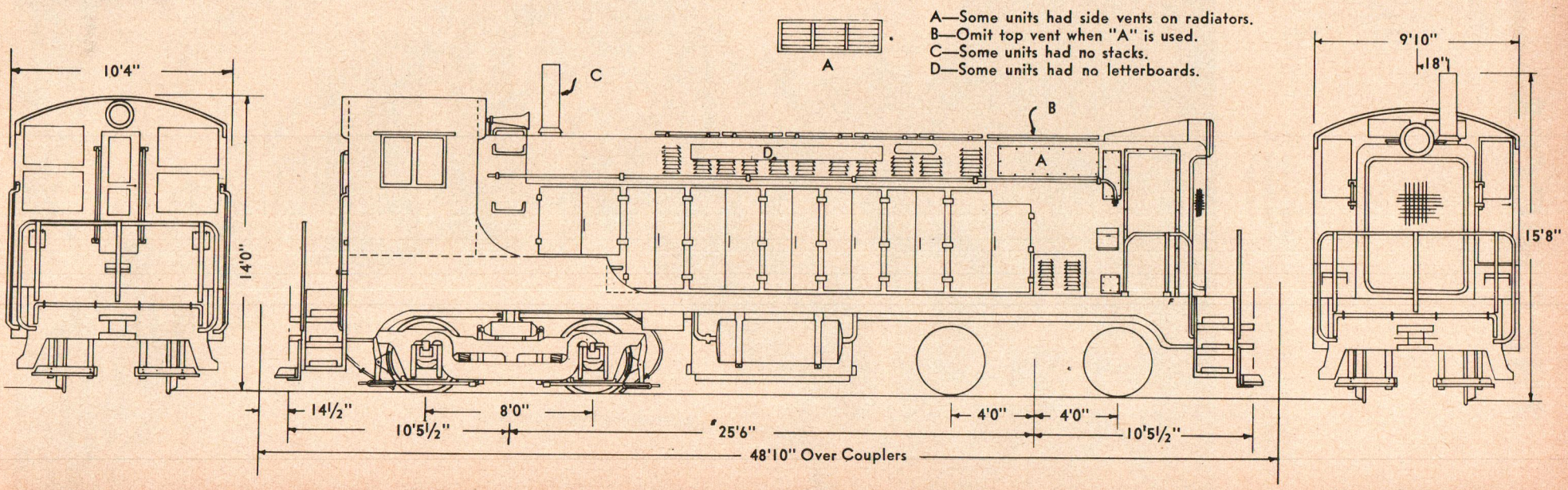
**Baldwin diesel of 1948 vintage, one of a number of BLW growlers bought by the Erie, photographed at Middletown, N. Y., May 27, 1950.**



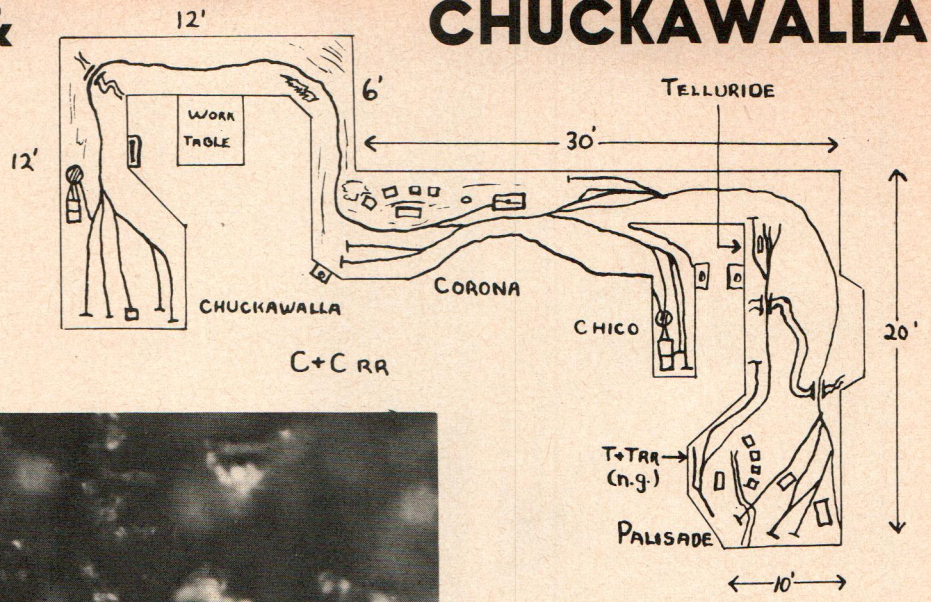

# Baldwin Model VO-1000 Switcher

Baldwin used the same basic shell for locomotives ranging from 660 to 1200 hp. Cotton Belt 1009 is shown in 1945 builder photo.

A—Some units had side vents on radiators.
B—Omit top vent when "A" is used.
C—Some units had no stacks.
D—Some units had no letterboards.



# THE CHICO & CHUCKAWALLA




A reworked AHM Wabash Mogul rounds the curve near Corona with a freight bound for Chuckawalla. C&CRR is mile long point to point pike.

OF NECESSITY, most model railroads are a compromise with reality. Electric motors substitute for steam and diesel engines. Block and cab controls take the place of live railroad employees. And because few homes have the space for a full-length, point-to-point layout, nearly all model railroaders connect the two ends of their railroad to provide for the continuous operation which a loop provides.

Lloyd and Richard Irland, of 1872 Berkeley Road, Highland Park, Illinois, are two lucky teenagers who have at their disposal portions of a room measuring 42 x 26 feet long. Their framework which hugs the walls lets them have a mainline run of one scale mile in HO gauge. They've also packed in a shorter narrow gauge pike called the Tonopah & Tidewater, a point-to-point, 3-foot pike that they admit never reached Tonopah.

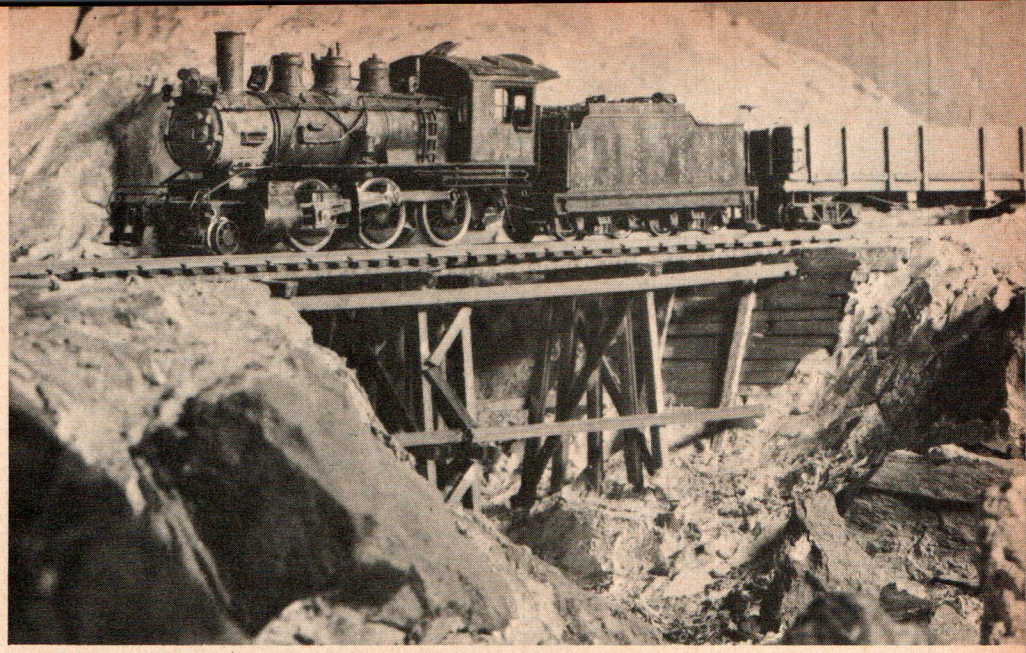
Pride of the four-engine motive power fleet is a revamped AHM Wabash Mogul, supplemented by a Tenshodo 0-6-0 tank engine, a Varney Dockside loaded with lost wax parts and equipped with a tender, and a new Gem Pa & Pa 4-6-0. The railroad is patterned after a typical small Western railroad on the post World War I era. Trains are short. Passenger runs are sparse. The tracks run over dry washes and the overall effect is one of aridness. Structures are largely kit built, supplemented with scratch built pieces. Track is largely flexible type laid on cork roadbed. Most switches are closed frog type.

Revenue for the road, the Chico & Chuckawalla Railroad, comes largely from mining properties on the narrow gauge feeder. And it'll still be many years before the road loses its RPO business to a highway PO. One of these days the road might even add a gas electric and improve its passenger service.

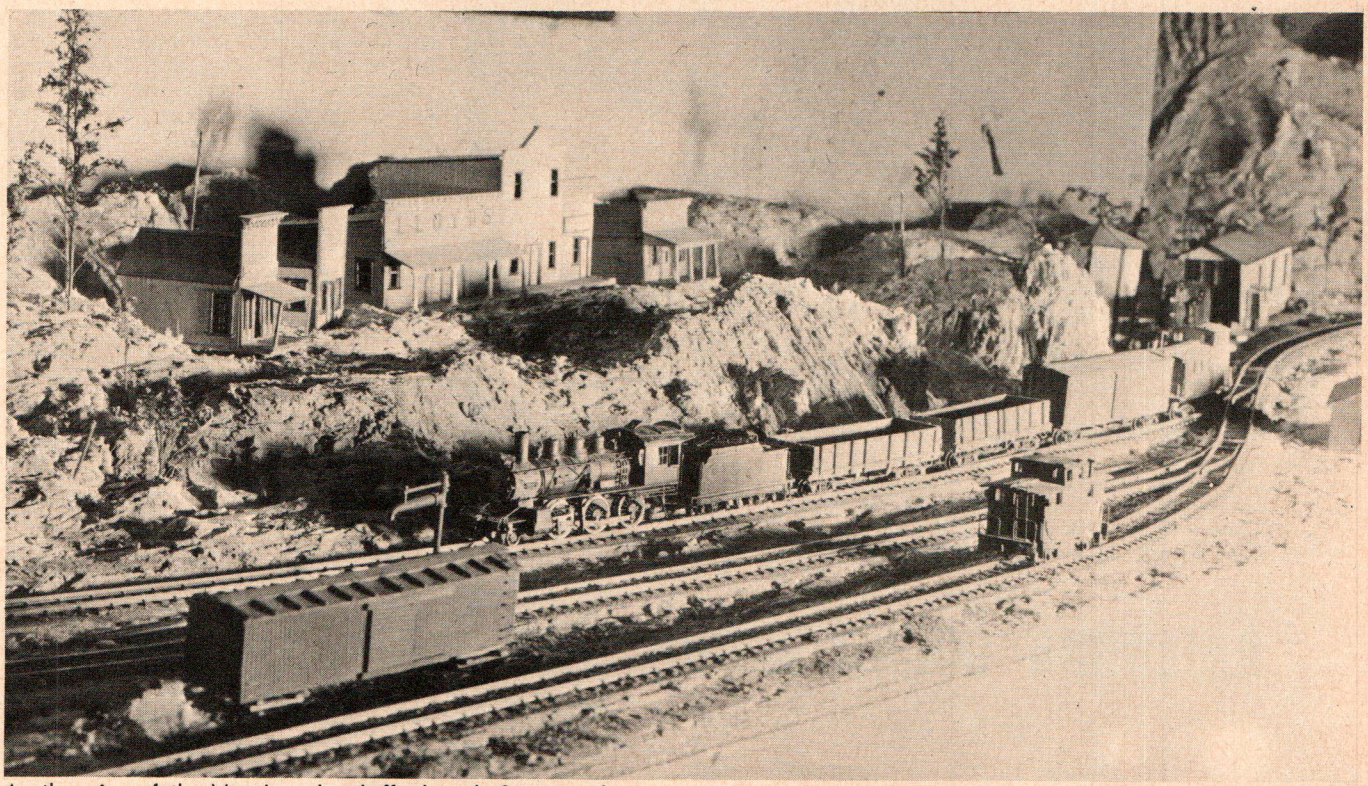
# RAILROAD

**by Jasper Bond**

The standard gauge Chico & Chuckawalla and the 3-foot Tonopah & Telluride are point to point railroads built by two Illinois teenagers.

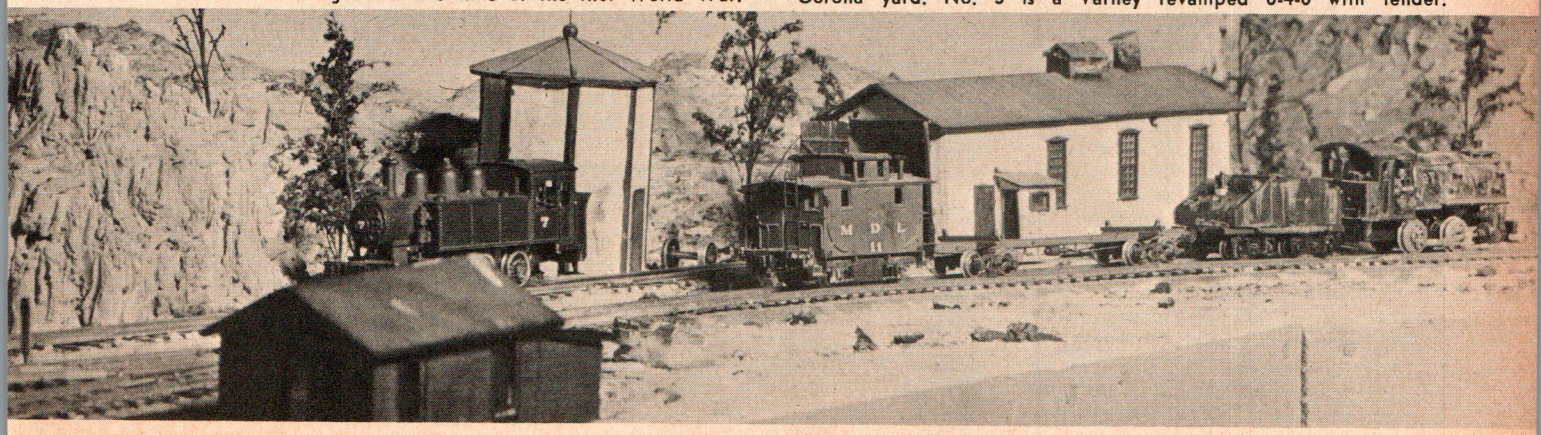


Mogul No. 15 crosses scratch-built trestle over Pinto Wash, west of Chuckawalla. The AHM Mogul was detailed and weathered by Lloyd Irland. Extra dome gives 2-6-0 a heavier look. Scenery is rugged.



Another view of the Mogul as she chuffs through Corona with two gons, a boxcar, and a caboose. Railroad is patterned after typical small western road dating about the time of the first World War.

Corona enginehouse is smallest of the three engine facilities on the standard gauge C&C and is used only for the switcher working Corona yard. No. 5 is a Varney revamped 0-4-0 with tender.



Stock in trade of the audio engineer is a clutter of cases, mikes, earphones, wires, and batteries capable of recording high fidelity railroad sounds from the very lowest throb, thud, and thump, to high pitched whistles and screeches. Author Allan Sherry is shown at work in a baggage car behind Canadian National's 5107 and 6153.

photo by Rich Storm

**Steam, traction, and other railroad sounds are being preserved by dedicated audio engineers, providing a symphony of music that sets the pace for our model locomotives.**

**by Allan Sherry**

# RAILROAD SOUND RECORDINGS

RAILROADS have changed the past few years and the battle rages as to which is better, old style railroading, with its charm, its steam locomotive, and its ninety mile division, or today's spartan, CTC operated, diesel powered freight hauler.

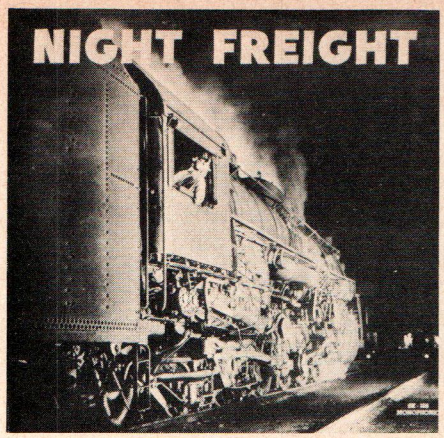
These two eras, by their very nature, are different to the ear as well as the eye. The steam locomotive, it was recently observed in a prominent Canadian rail publication, has been catalogued as having over 120 different, individual sounds, but basically it has only five or six obvious ones, none of which sound anything like its replacement. These would include the characteristic, rhythmic exhaust, the whistle, the safety, or "pop" valves, the turbo generator, and on solid bearinged locomotives, the rod clank. There are myriad other sounds associated with the steam locomotive, such as the bell, power reverse, and the like, but these are not so well noticed by the casual observer.

The diesel locomotive as we all know, has its characteristics, too, such as the throaty growl associated with EMD products of the 567 series engines, the burbling of the earlier ALCO products, the staccato emissions from the now rare Fairbanks Morse power, and the seemingly constant speed of the De la Vergne engines in the Baldwin products, no matter how fast they are travelling. The diesel has other interesting sounds too, including the Rootes blower and generator howl on EMD products, and the classic turbo charger whistle of the so equipped ALCO machines, and the diesel horns, which are surprisingly numerous, and whose relative merits are argued by the various factions that make up our hobby.

As if locomotives were not interesting enough sound-wise, railroads offer a kaleidoscope of incidental sounds from the clicking of the telegraph, ticking of the typewriter, squawking of the dispatcher's phone, to the nasal echoing of the announcer's voice in a passenger station, the clattering of the baggage wagons accross a now-deserted platform or the howl of a north wind on a frozen main line, vying for loudness with a distant freight. Can you picture trains without sound? Neither can we. Would the locomotive have half its attraction to us if it were silent? I don't think so, and fortunately for we who like trains, a dedicated group of people from all over the world have preserved on records the sounds of trains, and some awfully good examples of almost all facets of railroading are available at your local record shop, (or by mail), and are almost as easy to obtain as that album of Frank Sinatra, or the Beatles.

That whirr-rr-r you hear when your HO shifter goes up the pike to pick up a few empties is not the way the full sized baby sounds, regardless of how correct your rivet placement is, or whether or not you use injectors on the right or left side, or both. How many times, however, has your imagination substituted the true sound, for that which eminates from the DC-70? Perhaps a little too much to expect from a 19.95 kit. The solution is a record player and it need not be a $400.00 Sooper Stayreo. That little record player you put away sometime back will do, or you can get one very inexpensively that still sounds quite good!

With a 12" LP put on a record player, and played back so that the sound is just above the sound your pike makes will make a startlingly different effect to you and your friends when they see the pike in operation. Some fans run their equipment in "synch" with the records, others run the trains as before and use the sound record for effect; the results of a movie or slide show with railroads as the subject, (of course),




Stan Kistler's NIGHT FREIGHT tells the story of a cab ride in a big 4-8-4 Northern type oil burner and includes the sounds of crew.

and with the hi-fi playing authentic sounds of railroads is as different as silent movies compared to the talkies, and you know that unless you turn off the sound on your TV set, you can't hardly see silent films any more! Some of us have probably had at one time or another an experience with a friend who uses railway sounds full blast almost like a weapon. It can be too much. Sounds for the pike are most effective played at the lower listening levels.

Railway sound recordings are available in all sizes including 7, 10 and 12" LP, or 33⅓ RPM, and 10" 78 RPM. Most of the producers of these high quality, documentary sound discs do so at their own expense, and we've found that generally speaking, the finest of the current crop of these albums are produced by a small group of railway enthusiasts who know what people like to hear on disc and are dedicated enough to produce the albums as a labor of love, rather than for profit. Unless 50,000 or so records can be sold in a year, profit is marginal, if any, and no one has ever done anything on wax pertaining to railway sound which marginally can approach several thousand copies a year, especially in the 12" size.

Penn fans appreciate the Semaphore Records 12 inch LP ON TIME loaded with K-4s on NY&LB.

Because the locomotive can be so very loud, either steam or diesel, the recordist finds himself recording a very difficult sound. The weather influences sound quality to a very great extent and we can cite experiences such as walking out in a snowstorm . . . can you recall how quiet things seemed to be? This, of course, is because the snow is acting as an insulator, and is absorbing a large amount of the sound waves. On a windy day, recording becomes virtually impossible, as microphones are far less effective in capturing the full spectrum of sound if they are baffled against wind and rain, regardless of the importance of the sound of that last Pacific to operate on the division with the passenger train.

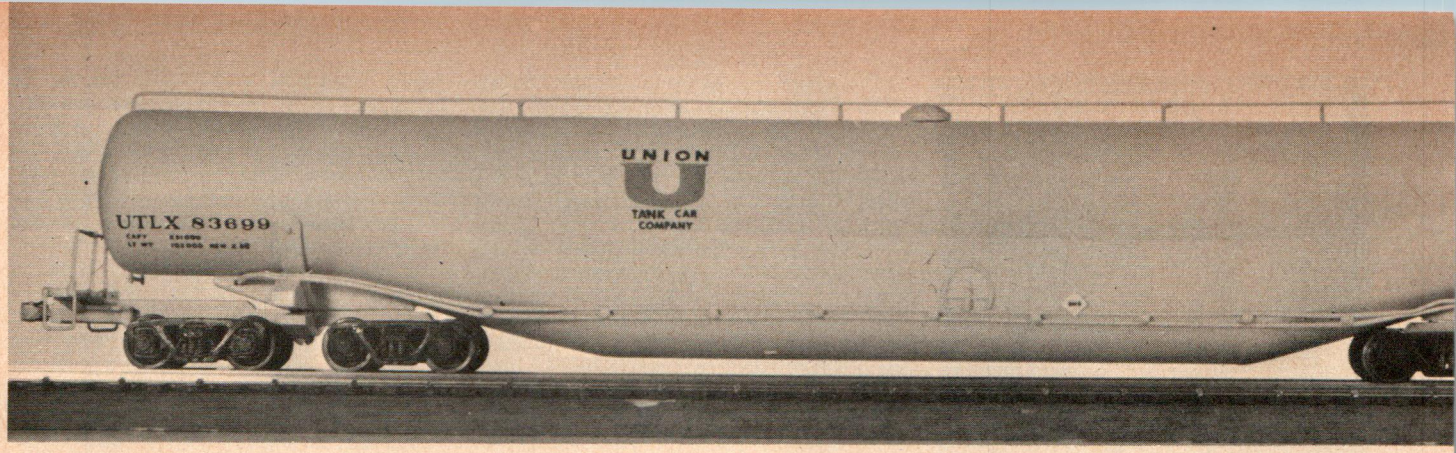
There are differences among steam locomotives which can be detected by sound. I recall sitting in a New York Central hack on a transfer run around Chicago in 1949. . . . One man in the hack was able to identify steam locomotives we passed by using his ears! To the uninitiated, most steam locomotives sound alike, but most of us know that the various railroads applied different sounding whistles to their engines, and with a little practice, is IS possible to hear the difference, and identify locomotives by certain of their characteristics, such as a throaty bark, and soft whistle as opposed to a mushy exhaust and loud hoot whistle, like an N&W Y-6. There are enough records on the market now, fortunately for the fan and the modeler, to have just about any type of whistle he might like to hear on his pike. John Luther Jones, it has been said, could play a tune on his whistle, and this was not uncommon in the days when engineers were assigned the same locomotive all the time. And after all, the railroads themselves often picked out whistles only after hearing various pitches in combination either by the company supplying the whistle, such as the Nathan Company, or by having a master mechanic build up a whistle or several, and then having these duplicated. Early whistles were pretty nearly handmade or supplied on the locomotives by the builder and were invariably the single tone, or "hoot" type, but by the turn of the century, many enginemen had built their own whistle or had one built, and these were usually made to sound several notes, often a minor, diminished, or augmented chord of up to four or five notes. In the South, on many lines, the steamboat chime whistles came along, and these were very popular, especially on the passenger locomotives, although they couldn't be heard too far away. In our experience, the most effective whistles for distance were the more modern hoot whistles used on many roads, but in particular favor on the N&W, VGN and C&O. But even on the N&W, the steamboat chime whistle was used on their passenger power. We can vividly recall hearing a doubleheaded coal train leave Roanoke, Virginia, and could follow its progress as it rolled across country up Blue Ridge Grade from the Blue Ridge railway station, better than ten miles away! Rail records have preserved the sounds which can no longer be heard, such as those of the steam locomotive.

Listening to trains has been a source of great joy for us for many years, and I think via railway sound records this form of the hobby has been, and will continue to be fascinating and of unusual help in creating a truly "railroad atmosphere" on the pike. Because of the large variety in train sounds available, one can have a period pike and find the appropriate sounds in just a couple of current albums. Even diesel fans are well supplied as most of the people producing these albums have diesel sequences on their discs.

After hearing one or two of these in your own home, you might want to become an expert on audio locomotive identification. But you'd better do that when the misses is out shopping. She might not understand.

STEAM IN THE SNOW by Allan Sherry features a series of assorted steamers on the Canadian Pacific around Montreal during a snowy winter.

VOICE OF THE IRON HORSE by Associated Four Productions combines Reading and Buffalo Creek & Gawley steam sounds up and down the valleys.



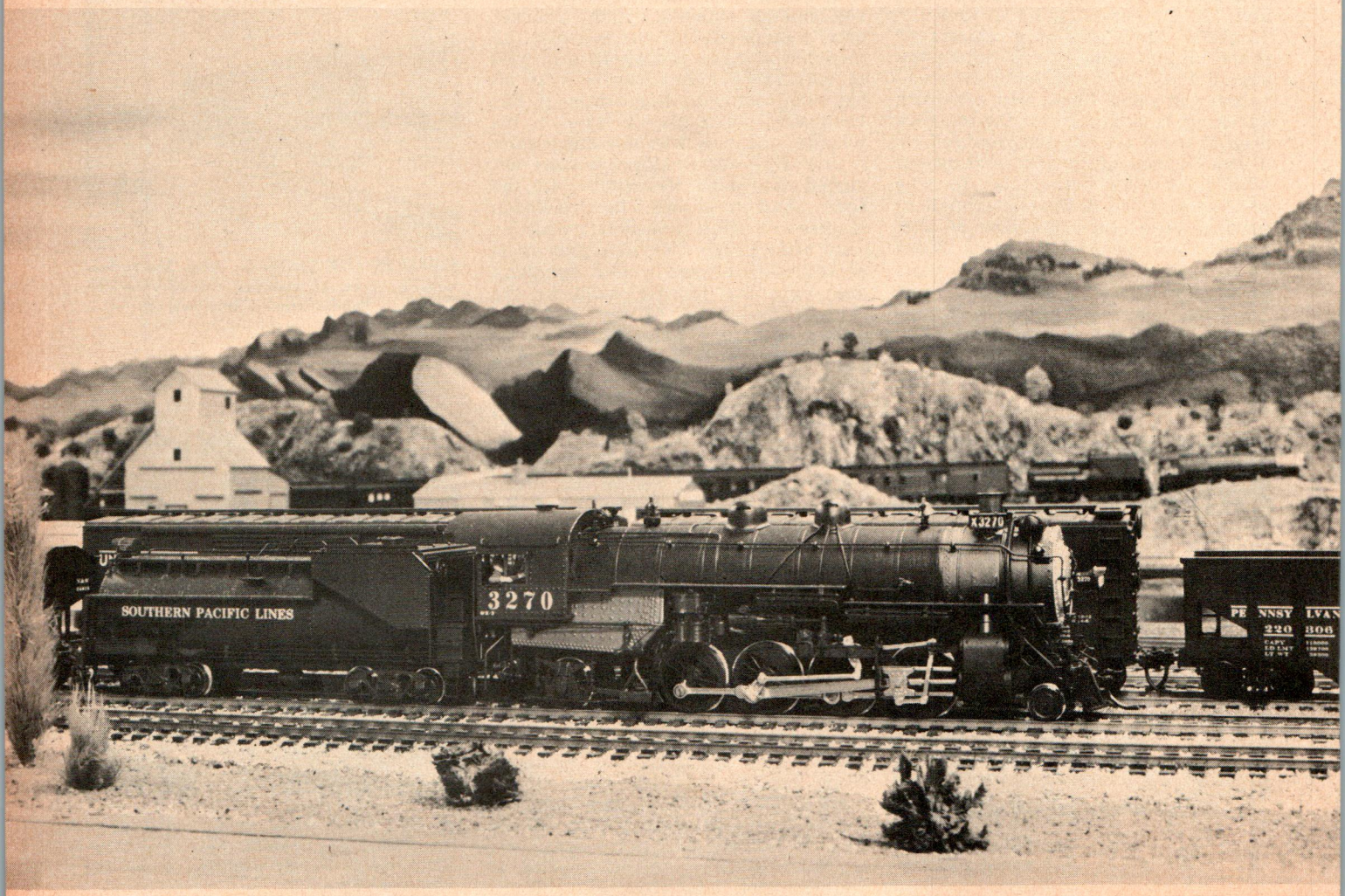

ANTHONY KLOSKA, 4869 N. Austin Ave., Chicago, Ill. 60630, has been at it again, this time with a model of the Union Tank Car Company's 50,000 gallon tank car, made from wood, brass, and Central Valley roller bearing trucks. Tony didn't say what radius 92 ft. car takes.

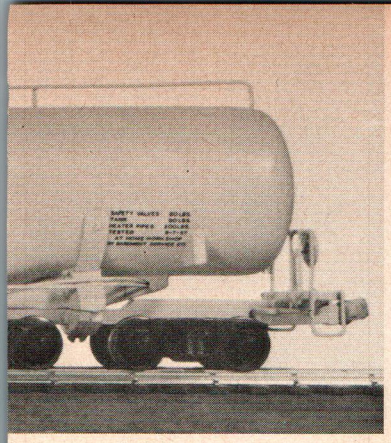
RMC readers are invited to submit glossy black and white photos of their layouts, size 4x5 or larger, for possible publication on these pages.

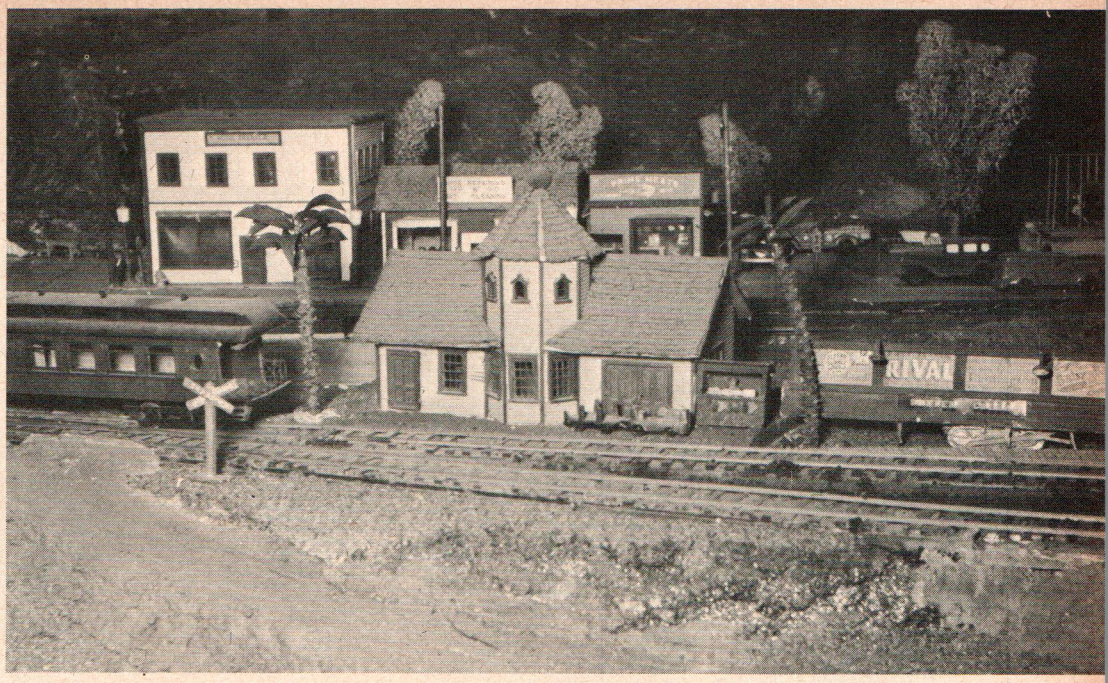
# Boomer Trail

## Photos From Our Readers Everywhere . . .

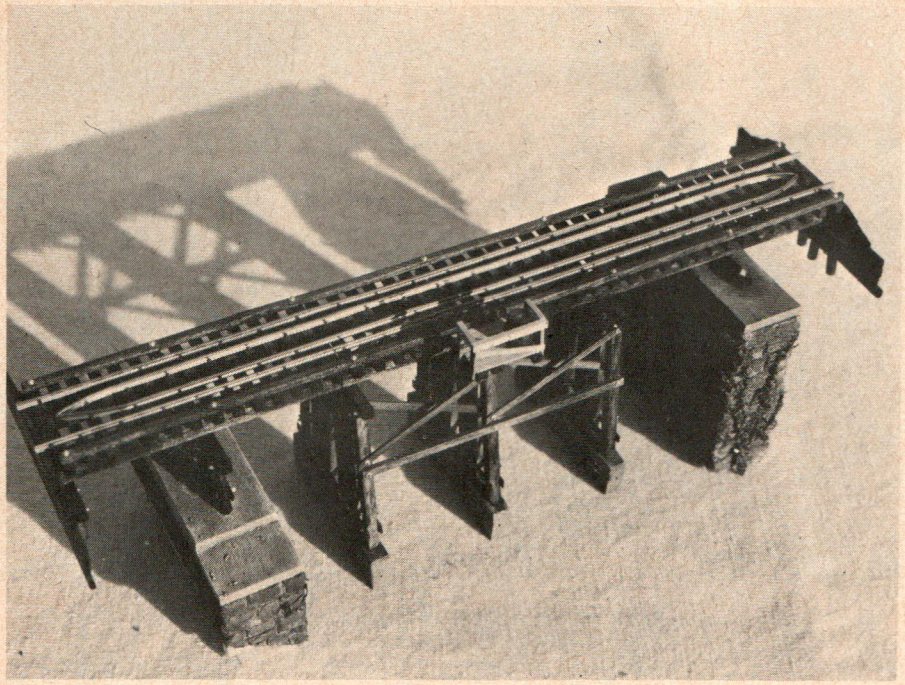
ESPEE MK-5 No. 3270 leads an extra freight through the yard on layout of Rays Hobby Supplies in Long Beach, which we think is a great way to show prospective customers how well any model merchandise can perform. Gary Wilson, 1800 Wilma Place, Long Beach, California, did the rebuild job on the Balboa Mikado using Kemtron, Cal-Scale, and scratchbuilt fittings. Prototype was one of two Mikes with Elesco feedwaters.



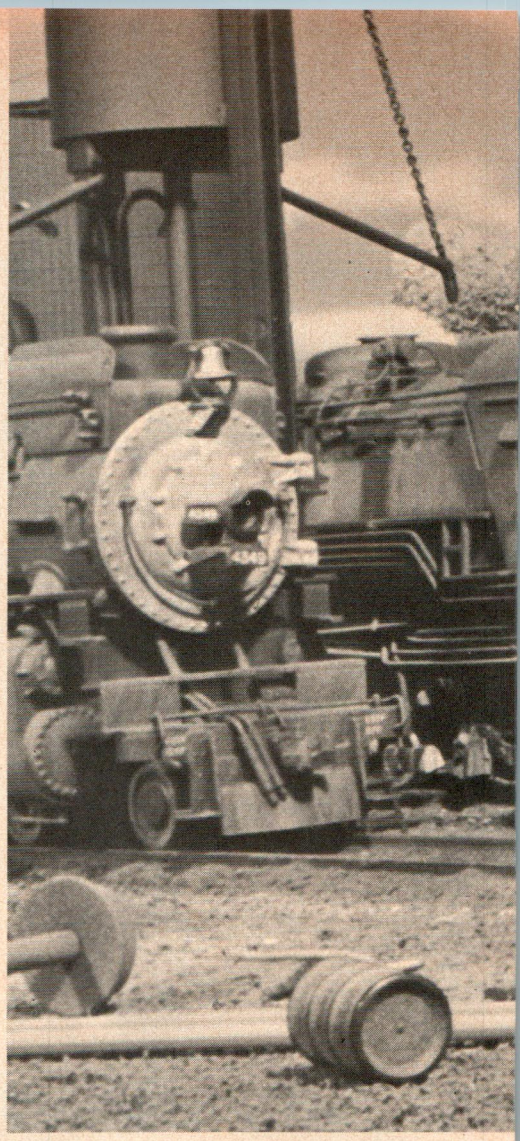




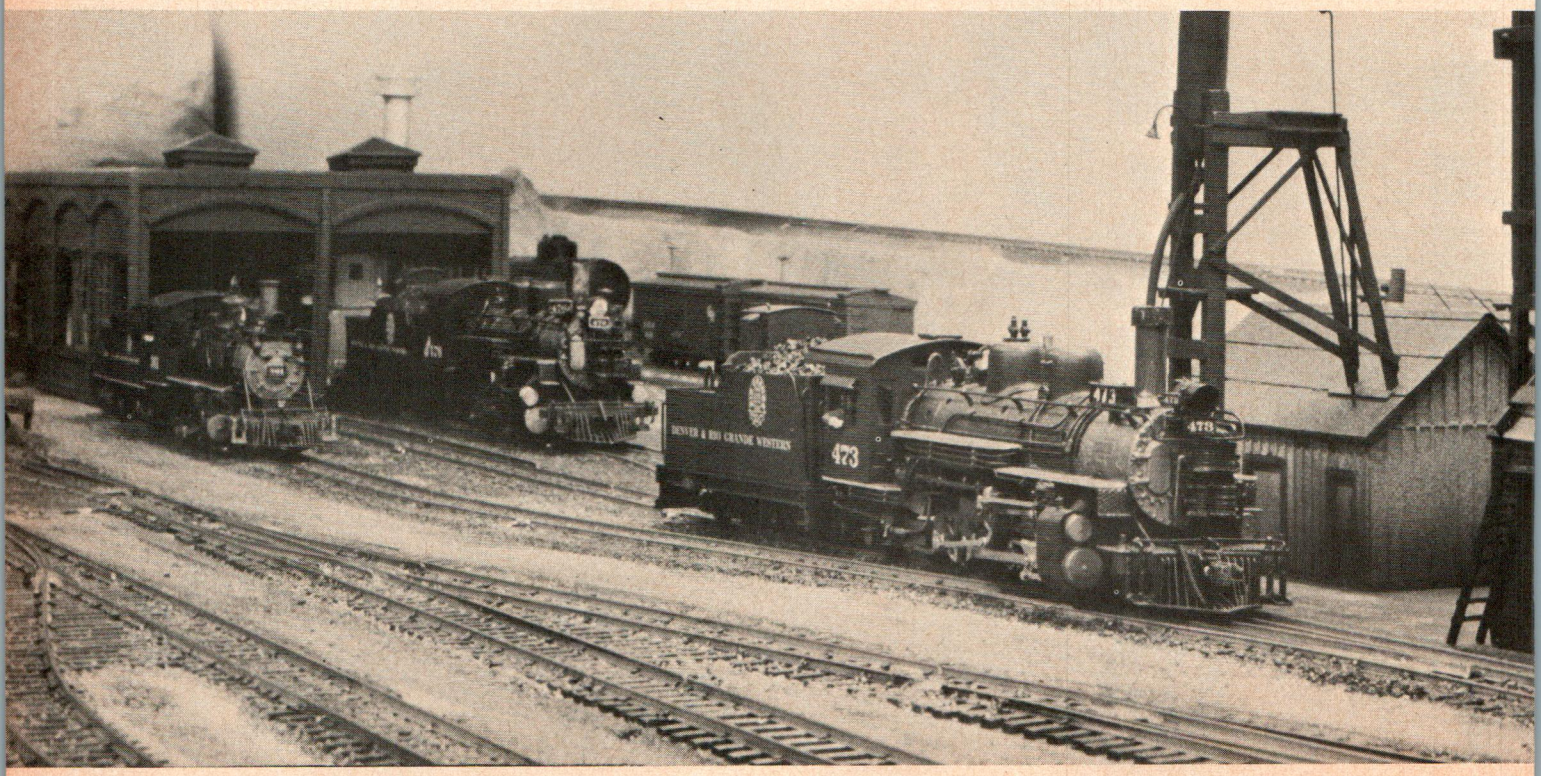
JACK TIEDEMANN, 8306 Creighton Avenue, Los Angeles, California 90045 created this scene on his Pacific Sierra Railroad. The HO/HOn3 pike uses code 0 nickel silver rail on individually laid wooden ties cut from stripwood. Steam is only motive power used. Layout takes up entire 14 by 18 foot room. Shown in this view is part of the town of Sutter Creek and its quaint depot.



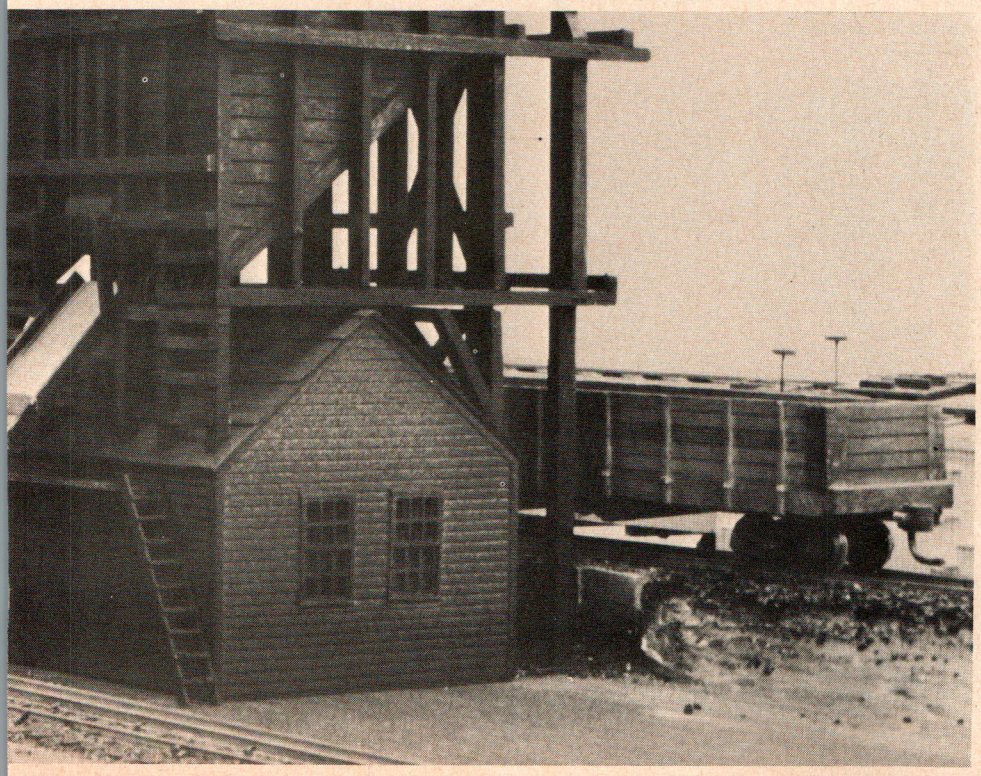
SCRATCH BUILT TRESTLE by Edmond L. Wilson, 4709 Shea Parkway, Corpus Christi, Texas 78413 is a combination of balsa, basswood, code 70 rail, and plastic bolts. Balsa has been carved to represent rock and built up with plastic wood. Vines are fine lichen sprinkled carefully on fine cooper wire painted green. Ed built it for his up-and-coming Azekial & Sazarac RR.



# Boomer Trail

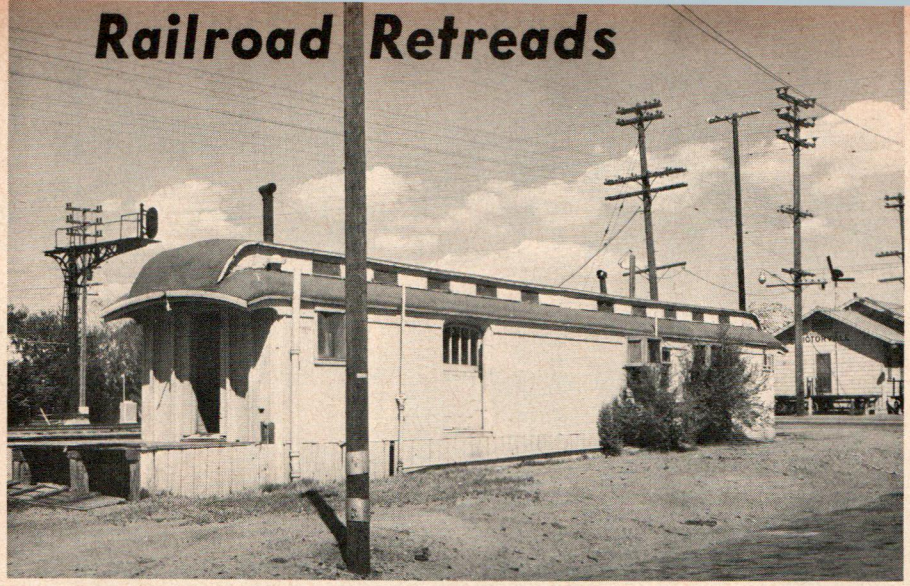


RAILFANNING back in the days of steam is brought to mind in this scene by Paul Jansen, which shows the problems encountered by the rail photographer who has traveled 300 miles to photograph the big P-5 sandwiched in between the S-12 and the building. Frustrating perhaps but possibly an all day wait will see something move. At that, you're probably enjoying the whole business and will philosophically reflect about the Big One that got away. Engines are by Max Gray, Austin, and Paragon, and the gauge if you haven't guessed: HO.

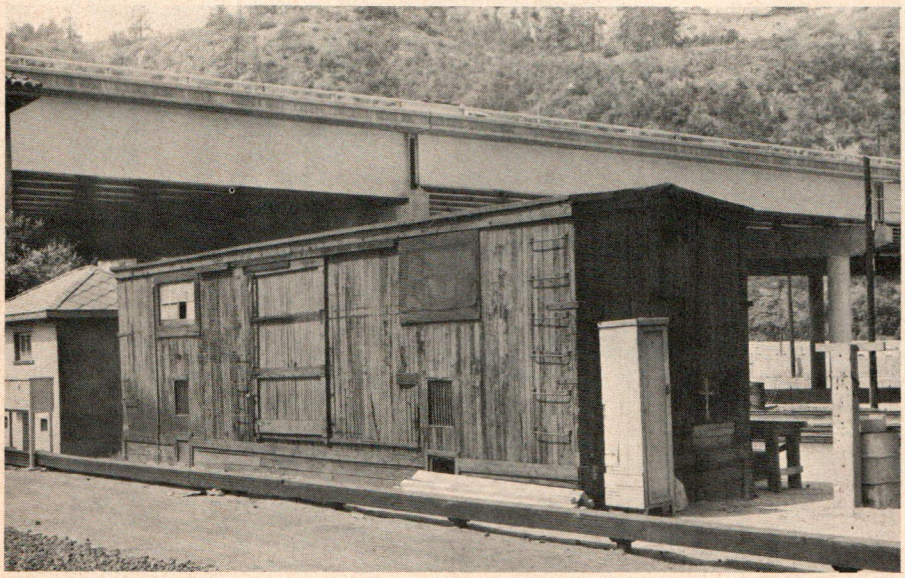


DENVER & RIO GRAND WESTERN narrow gauge engine terminal on layout of Allan Simmons, includes Balboa C-21 class No. 361 and United K-28 No. 473. Coaling tower, unfinished, and sand house were scratch built by Roger Schenck. Photo by Gary Wilson, of Long Beach, California.

# Railroad Retreads



Old open end combine serves out her remaining years basking in the hot California sun at Victorville, as crew room on Santa Fe.



One time boxcar serves as storage shed on Southern Pacific at main yard in Los Angeles. Today, steel cars often replace wood.

An ignominious end, this old reefer ended up serving as a truck icing depot at Kingman, Arizona. Another is seen at Mahwah, N. J.

**Old railroad cars often serve out their years as beaneries, railroad offices, private homes, stables, and other uses far removed from their original purpose.**

**by Sharpe Delaney**

THE scrap dealer notwithstanding there's many an old railroad car that never quite makes it to the boneyard. A stroll about any large rail terminal will quickly prove this point as you're sure to find many a one time box car or passenger car serving some useful purpose away from the rails. While railroads find plenty of use for freight and passenger cars which have outlived their traveling days the non-rail use of old equipment is equally broad, as broad as the imagination.

That's the subject matter for this bit prose-one time railroad equipment, especially rolling stock, and how its used about the countryside, both on the right of way and outside of it. Illustrations are provided for the more important points.

Tucked away at the foot of an embankment within sight of Union Pacific's main line near Green River, Wyoming is a stable. Neat, and curried to a fine degree it provides shelter for several horses. This stable is a sort of prefab version, conjured in some now forgotten railroad shop many moons ago. A rancher with a sense of imagination latched on to a surplus car at a rail auction and converted the thing into a stable.

Or take the utilitarian thoughts of an enterprising entrepreneur in Arizona. He purchased a reefer, painted it silver and installed it at the rear of his truck service station to store ice.

Near Globe, Arizona there's a diner car nestled at the summit of a mountain pass, perhaps thirty miles from the nearest railhead. Despite a few fancy trimmings and such there's no denying the architectural origins of this beanery. For many years it hauled wide brimmed hats and calico dresses across the southwestern deserts.

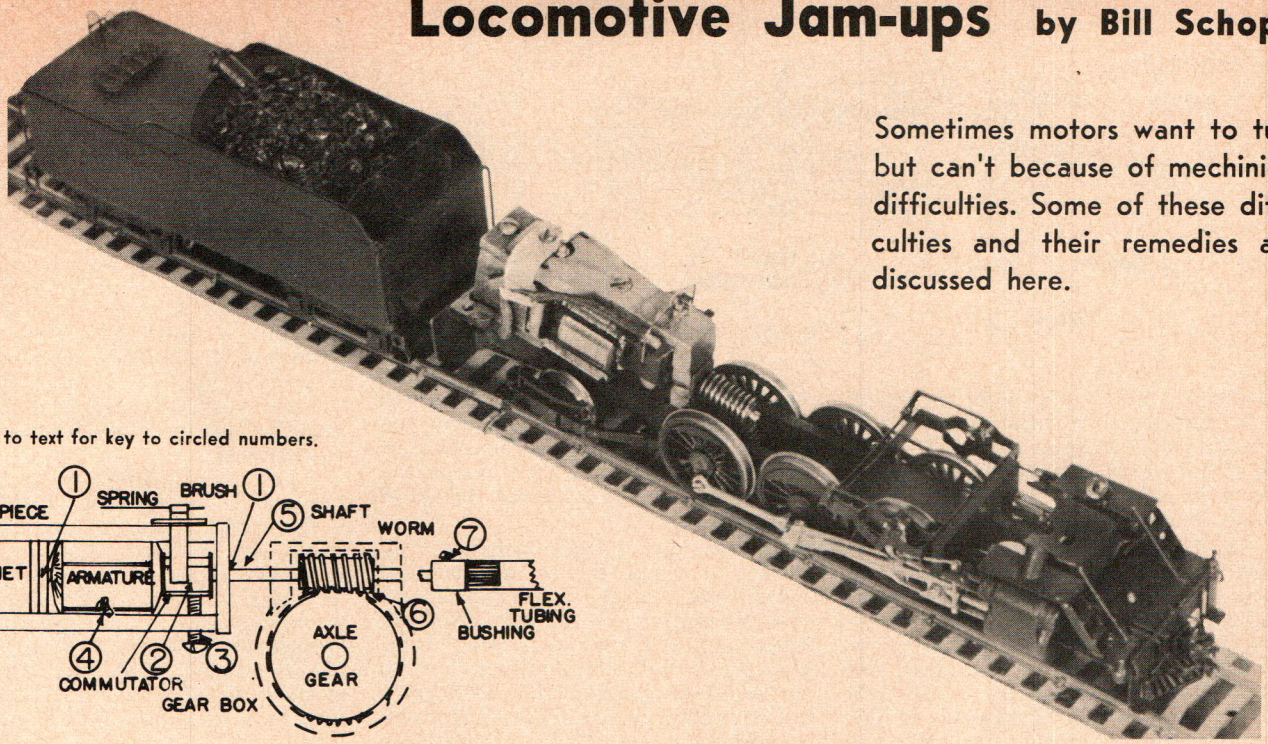
The use of one time trolley cars as eating places is a fairly common sight about the countryside. Generally speaking they are small, were put into use many years ago and have that homespun flavor which fits in so well with the model railroad scene.

Without question the most comprehensive use of senior citizen type rolling stock is made by the railroads themselves. The carriers particularly find the box car a useful object since it can be put in place cheaply to pro-

*(Continued on page 54)*

# Locomotive Jam-ups by Bill Schopp

Sometimes motors want to turn but can't because of mechinical difficulties. Some of these difficulties and their remedies are discussed here.



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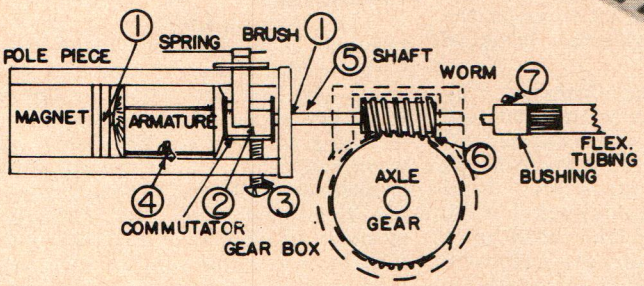



How annoying to have a model locomotive that should be running smoothly become jammed up and refuse to run! Jam-up means a mechanical difficulty which prevents the locomotive from budging, *and* keeps the motor from turning. It does not mean a Slip-Up such as when something comes loose and the motor turns, but the wheels do not, or the wheels do revolve but the loco does not move as it should. It does not mean an electrical difficulty such as an open circuit or short circuit (though either may follow a jam-up). A jammed up loco seems to have something holding the wheels or the motor so that they cannot turn, yet the motor is obviously trying to get going (and is heating up) and the headlight, if any, is still burning. Your ammeter (if you have one) shows a draw of four or five or more times normal; the circuit breaker may not throw out immediately. The ammeter needle does not go all the way over to its maximum as it would with a short circuit.

The remedy in a jam-up is to remove the engine from the track, invert it and touch wires to wheels and/or wire-less drawbar in such a way that the mechanism should run. It may be that the act of inverting will drop a stray screw or bit of metal out of the motor and let the engine run. With an articulated you may have to position the front unit with one hand so that it is in line with the back one. The inverted position is one which enables you to observe various faults as you will see as I mention them.

Generally you should remove the superstructure of any jammed-up locomotive and check it out as follows:

(1) Are the motor bearings lubricated? Some new locomotives that have had a long, damp sea voyage, or have sat around a very long time on dealers' shelves may have their front and back bearings rusted to the extent that the engine is jammed. Unoiled driver axle or worm bearings do occasionally rust, but usually any unlubricated bearings will run, even though reluctantly and noisily. If your motor bearing are rusted, work the shaft (with armature and commutator on it) loose by turning it by hand, or even in the chuck of a hand-drill. The motor may have to be dismounted for this purpose. Light oil is satisfactory for motor bearings, plus a drop on the commutator (excess here will burn off with dense smoke!). I have been using recently a non-oil lubricant called LaBelle #101 and find that it is much better than oil for model railroad motors. It can be put on commutators without the smoke associated with oil. It will put an electrically sound but rusty motor into full action once the shaft has been "unfrozen." Headlight wires, etc., sometimes jam into the armature area.

(2) Indicates a rare type of jam-up which could be caused by a commutator segment breaking loose due to wear or overheating, and snagging one of the brushes. Carbon broken from a brush may cause a jam-up, too.

(3) An overlong mounting screw impinging on a commutator or on an armature will prevent rotation.

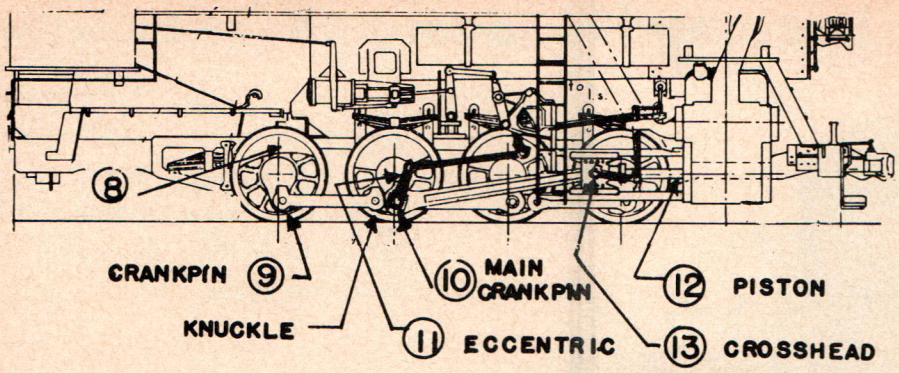
(4) Indicates my most frequently found cause of motor jam-up, here shown as a screw wedged between commutator and pole-piece. It could be a loose spike or a staple removed from the track, or even a chip from filing or drilling. Steel will be attracted to the magnet. Bits of brass or solder may be found in motors due to some perverse attraction.

(5) There is not too much chance for a jam-up due to a shaft, aside from (1) already mentioned, but I have seen a motor shaft bent from heavy-handed twisting of a motor adjusting screw. This can be straightened by grasping motor shaft (motor removed) in a chuck and rotating lathe or hand drill slowly, constantly bending shaft till it's straight, by pressing on the motor.

(6) The meshing of the worm and gear is a frequent cause of jam-up, particularly when worm and gear are exposed as drawn, but even when they are enclosed in a gearbox as shown dashed. Poorly meshed worms and gears will eventually chew up the gear. At first just a few teeth are hollowed out, but as constant slippage occurs, more and more teeth will be damaged, resulting in a jam-up or a slip-up. If the teeth of the worm rise on top of the teeth of the gear, jamming can occur. Gearboxes help prevent such trouble but are by no means cure-alls. Examine the entire circumference of a gear for chewed teeth. Splits between teeth of a gear driven on too large an axle will also cause jamming, a frequent trouble on the old Lindsay power trucks.

(7) Shows the bushing and flexible tubing coupling used in many imported engines between motor and gearbox. Usually it is forced on the shafts, but if it has a set-screw, this has been known to rub another part of the frame and end in a jam-up. Too fat flexible tubing will also rub, but will more likely cause slipping.

In (8) we transfer to the mecha-




nism. If motor and gearbox check o.k., remove them and have just the mechanism, without superstructure. With no worm, this should roll freely as you push it. If it does not your jam-up is surely in the mechanism.

(8) Indicates the counterweights or the drivers (steam engines only), which should all be at the same angle to the track, here a little off the horizontal, slightly toward the rear. Now, the counterweights on the other side of the engine should all be at right angles to the ones shown. If one counterweight if "off" quartering, you probably have a driver that is slightly loose. It must be twisted back into correct quarter with pliers or the entire set replaced. Often an out-of-quarter driver will pull the side rods up into an inverted V, or even pretzel them.

Similar symptoms to a driver out-of quarter are caused by worn holes in the side-rods (9). The crankpins should all be an easy and graceful fit in the holes of the side-rods. Similarly, worn bearings in the frame will let drivers slop around considerably and possibly jam the works. Here you must replace either the frame or the individual wheel-sets if the bearings are mounted on the axles as is the case with many imported locos of the better grade.

A crank-pin (9) that drops out may let the side-rods pretzel up and jam everything. Rarely a crankpin will loosen running one way and tighten when running the other way. It is then best replaced, although I have on occasion grasped the head in a collet and turned down the underside of the head, a remedy not available to people without a good assortment of collets.

A main crank-pin (10) that comes out will have similar effects, but one that comes just loose (not easily spotted) will let the eccentric ride free and eventually tangle up the back part of the valve gear: a jam. The eccentric (11) should be pinned or soldered in such way that it is slightly ahead of the center of the driver. However, I have found it much more trouble-free, though not true to prototype, to have the outer end of the eccentric directly over the axle. There's not as much valve gear motion, but this leads to less trouble. The eccentric rod's not clearing the eccentric will also bend that rod and tangle up the valve gear, again a jam.

(12) Shows where the piston enters the cylinder. Sometimes this will slip out and the piston will butt up against the back of the cylinder and cause a jam-up. If it has always been working all right before, check to be sure that the crosshead is still solidly assembled and that the cylinder block has not come slightly askew. On home-made engines I have at times inserted a piece of brass tubing into the cylinder, protruding enough to keep the piston in place, to cure the ailment (12).

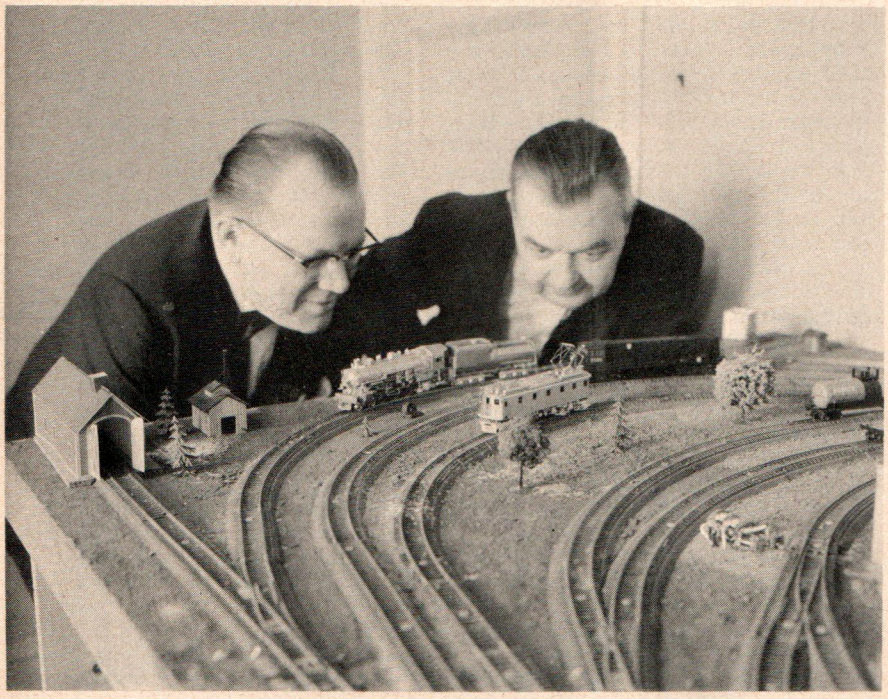
(13) Covers a great many cases of jam-up. It is basically interference between the crosshead and the front crank-pin. The latter must be screwed in as far as possible to make less for anything to catch on. The crosshead/main rod screw in the center of the crosshead should not protrude behind the crosshead. Not just a skewed cylinder block, but cross-head guides that have become bent in will cause interference and possibly a jam-up.

When your engine jams up, the first thing to do is look at it, watching out especially for (9), (10), and (11) which are usually pretty easy to see if they are on the side you are looking at. If nothing is apparently, try a quick reversing. Even you guys who believe in using a speed control try just this once reversing at full throttle. In some instances of (4), (6) and (7) this may kick the trouble out. To quote the sage, Bob Menafee of WCAU-radio, it's a free country and I'm entitled to my opinion and you're entitled to your stupid opinion — re quick reversal of motors at full speed, in this instance.

There is little use to keep the power on a jammed engine since the gradual overheating of the motor will eventually cause it to smoke and then burn out. Find the cause of the jam-up, whether in the motor and gears, or in the mech.—then fix it or have it fixed.

Nothing has been said so far about jam-ups in diesels. There are less because there just is not that mass of quartered drivers and valve gear. Diesel jam-ups will usually be caused by (6), poor meshing of worms and gears, or, farther up in the drive, in poor meshing between two spur gears — perhaps one riding its teeth atop the teeth of the next one and jamming. Of course, something can fall into a diesel motor, as (4), too.

At some future time I'd like to discuss slip-ups as well as short and open circuits, so if you have any questions or problems and cures along those lines, let me hear from you. No discussion like this is ever complete for there are difficulties which will crop up very rarely, or only on specific engines. You may have had some which are outside my own experience.



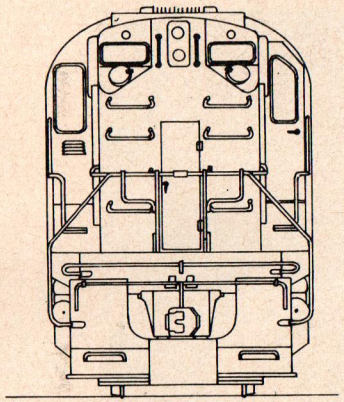
Veteran modelers Frank Schlegel and Jeffrey Winslow nod approval as a Balboa P-1 Pacific, MEW New Haven EF-1, and AHM General Electric U-25C are put through their paces on RMC's new Test Track. Functional rather than pretty, the pike has both 18" and 22" curves and has been spruced up a bit by Steve Ahlstedt of RMC.

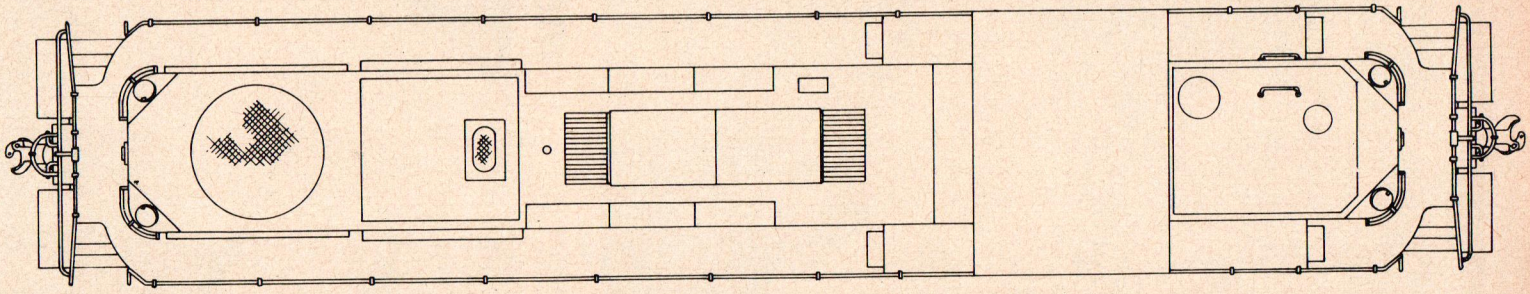
Southern Pacific No. 5724 in grey paint scheme with red ends. Espee designates its DL-701 diesels as road class FD-610.

photos by George Trager

Southern Pacific No. 5725 in former black paint scheme is one of two batches of Alco DL-701 units on the Espee, nos. 5720-5729, and 5845-5871. HO model was once offered by American Flyer.

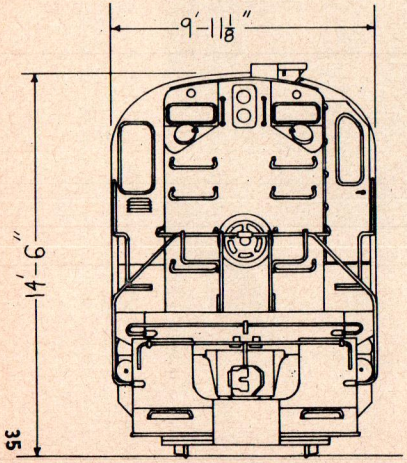
Alco beefed up its road switcher design with an 1800 hp. RS-11 road switcher with a chunky look.

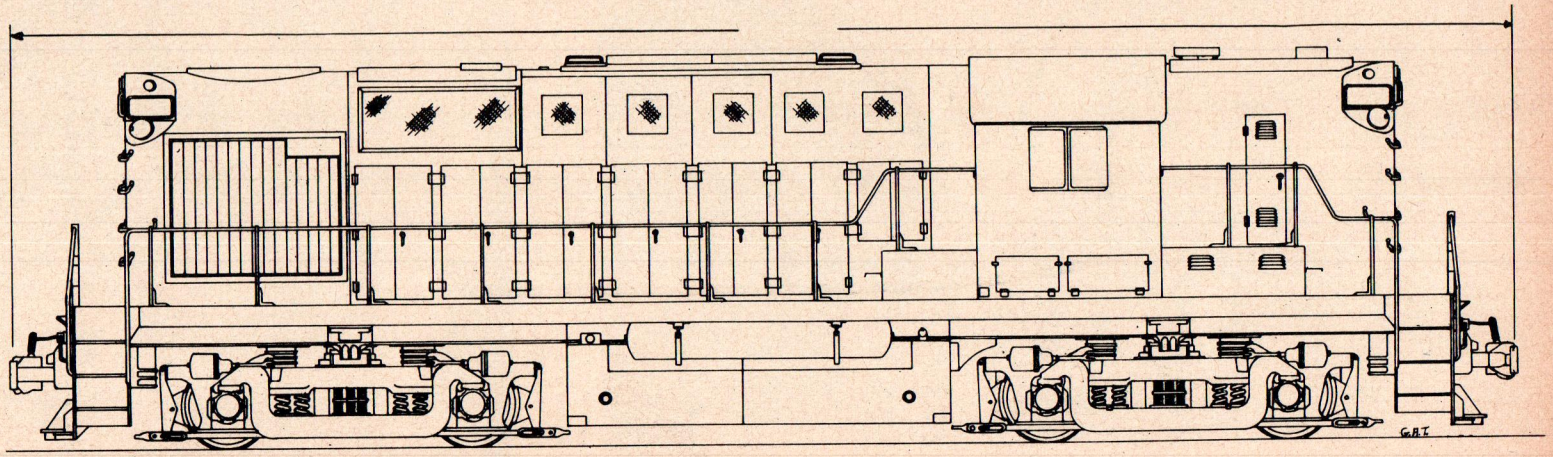


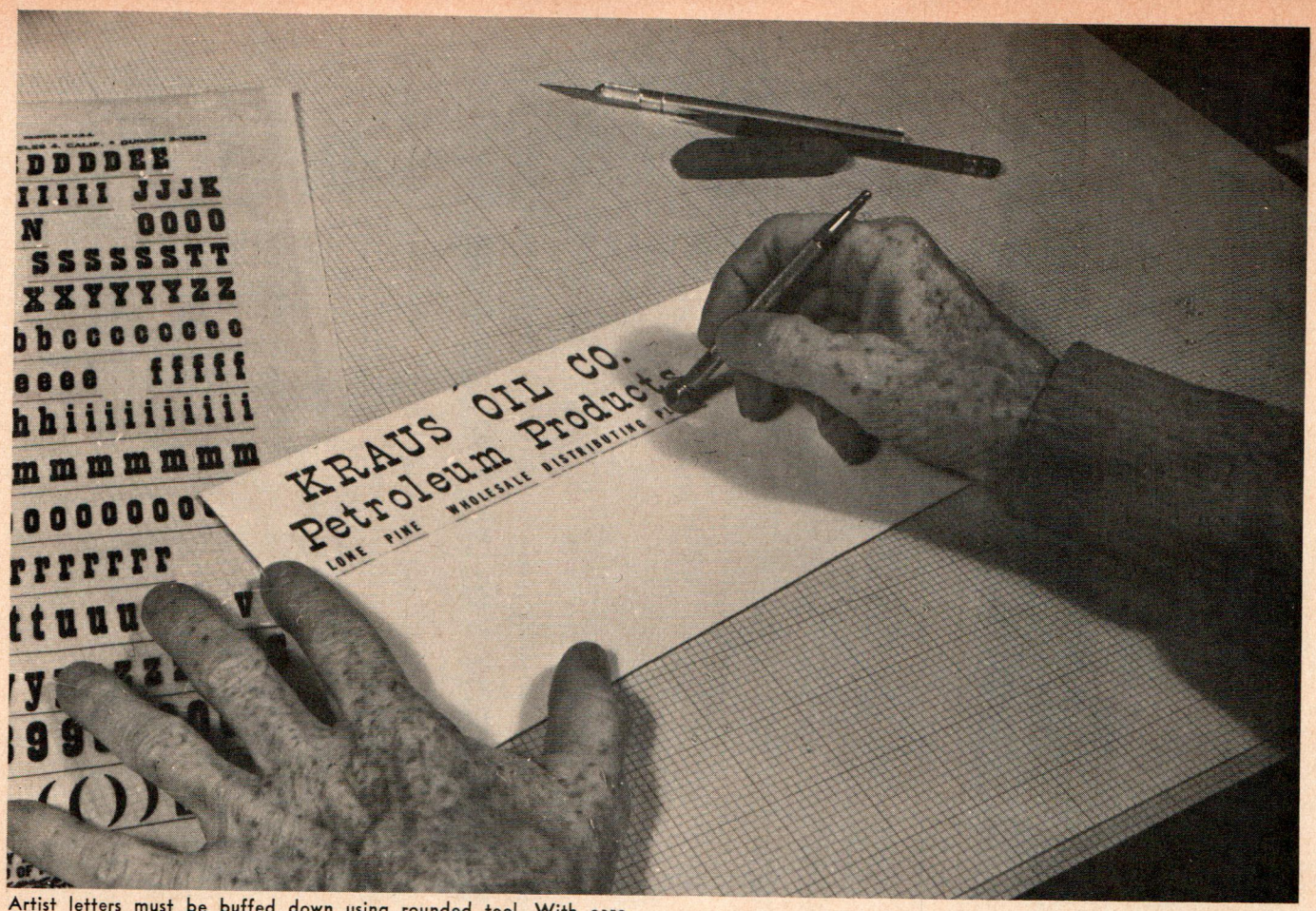


by George A. Trager

# ALCO Model RS-11 (DL-701) Road Switcher



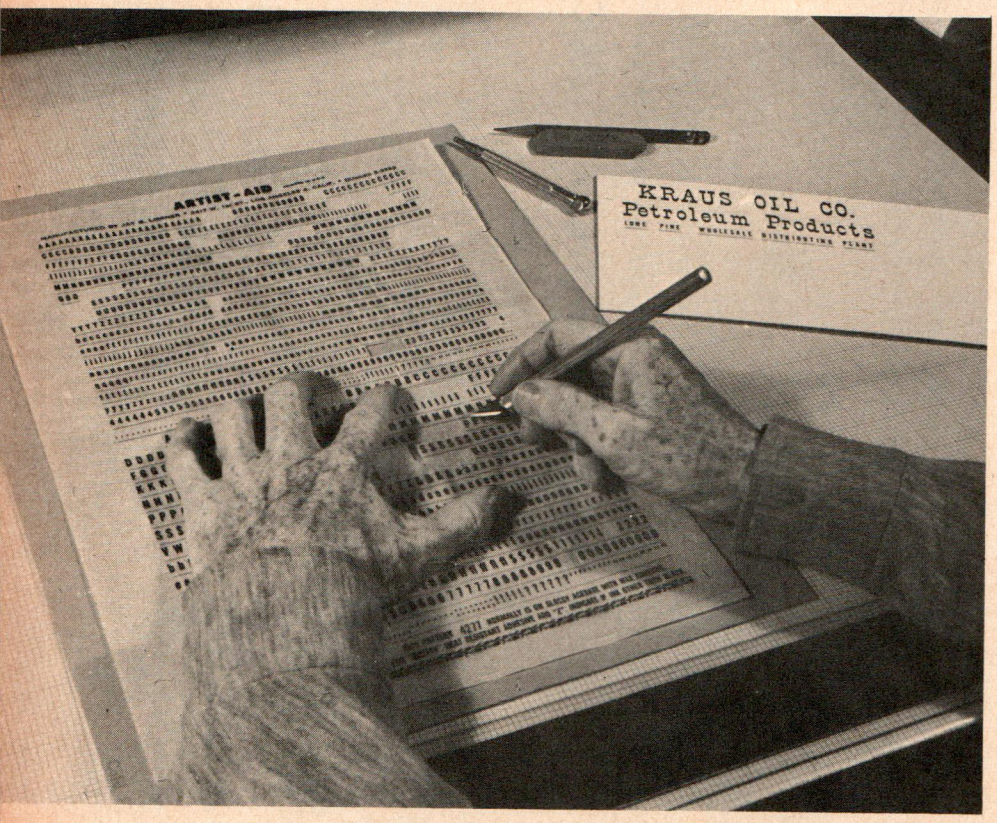



Artist letters must be buffed down using rounded tool. With care edges can be burnished to become almost invisible. If used same size, shiny surface can be sprayed with dull varnish to eliminate shine.

# make your own signs

**by Whit Towers**

Individualize your railroad with professional looking signs made easily the same way that commercial artists make them.




Whit Towers starts cutting letters from sheet of Artist Aid. Other suitable prepared alphabets include HO and O decals by Champion and Walthers, and sheets of Instant Lettering. Artist letters provide type styles not otherwise available in railroad decal sets.

IF ANY ONE thing can help individualize a model railroad, it is to junk the signs that come with commercial structure kits and make your own. Regretably few modelers are skilled enough at hand lettering and as a result most modelers use the same signs that appear on every other model railroad. Well, here is an easy way to make up your own signs using commercial artist's lettering materials.

The artist lettering sheets contain waxed self-adhering letters under a variety of trade names: Art Type, Artist's Aid, Chart Pak, etc., and they're offered in art supply stores.

They come in a wide variety of type styles and sizes and make fine lettering for model railroad signs as used on industrial buildings, stations, track side signs, or in fact anywhere that special signs are required. Where a small enough size is unavailable they can be laid out on white Strathmore Board and be photographically reduced to size.

Don't confuse these letter sheets with decals such as offered by Champion and Walthers. You couldn't use the art letters for decals (although you could prepare the art work for a decal plate from these letters). Conversely, decals could also be used for some types of signs insofar as their variety permits. Check your Champion and Walthers decal catalogs.

The letter sheets come with a wax paper back to protect the adhesive on the back side of the letter sheet. The individual letters are cut out with an X-acto knife or razor blade cutting through the letter sheet only and placing the letter in the desired position on the sign board. Faint blue lines should be ruled on the sign board and each letter when cut out has a guide line just below it which is lined up over the blue line assuring perfect alignment of all letters.

After the letters have been placed on the sign board they should be "rubbed down," using a rounded tool such as the handle of a pocket scribe, to make each letter stick. With care, the edges can be burnished down so they are almost invisible to the eye.

With the letters burnished firmly in place a steel straight edge is used to guide the knife or razor blade in trimming off the black line at the bottom of each letter. With the lines removed reburnish the bottom edge of each letter being careful not to rub the faint blue line.

If the sign is to be used "as is," then erase the blue line being careful not to rub the letters too vigorously. If the line is faint and the sign is to be photographically reduced it need not be erased since it will not appear on the photographic negative.

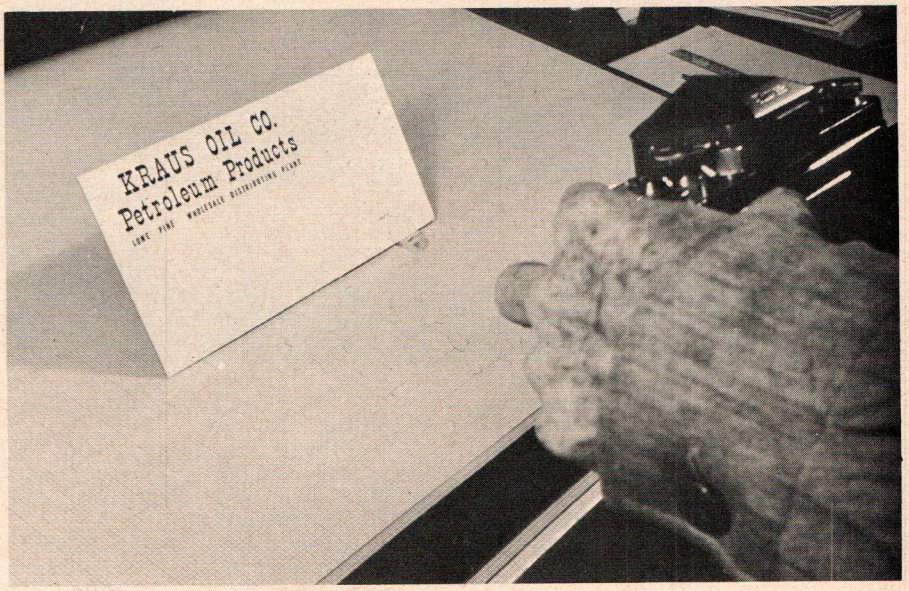
A photographic negative can be obtained by taking the sign board to any commercial photographer, or blueprint firm. If you have a camera with a short focal lens, or with a portrait attachment so that you can get close enough to the sign to have it fill the negative, particularly when using 35mm film, take a picture of it yourself. Be sure to light the sign evenly from both sides.

The picture of the sign will look like this, its size depending upon the size of the print you obtain. Contact prints of 35mm film will give you the signs with very small letters suitable for almost any purpose.

Signs can be made for any and all your lineside industries using this technique. In fact the number of applications are limited only by your own imagination. The photographic prints can be glued to card stock and a border made of prepainted strip wood.

After burnishing, steel straight edge and modelers knife is used to trim away black line at bottom of each letter used in lining up "type." Reburnish bottom of each letter. Freckles belong to Whit.

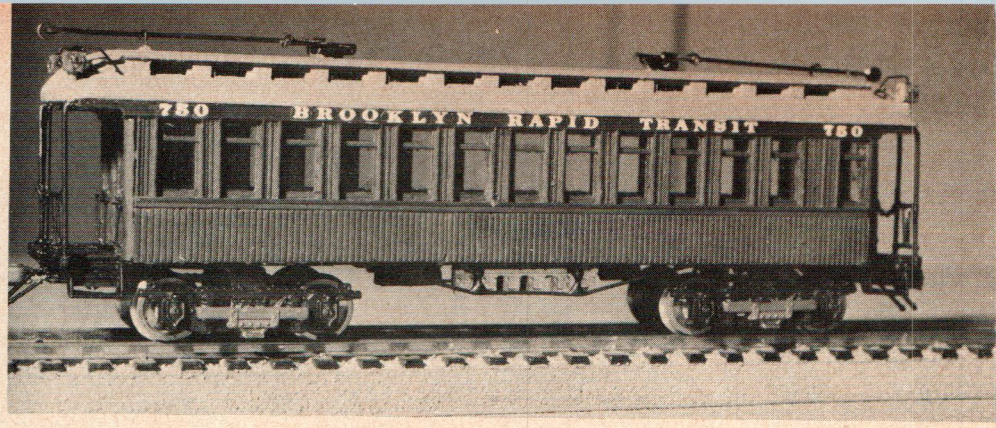
If sign is to be used as is, blue line used to align letters can be erased. If sign is to be photographed for reduction to desired size, line can be left in as it will not photograph on the film.

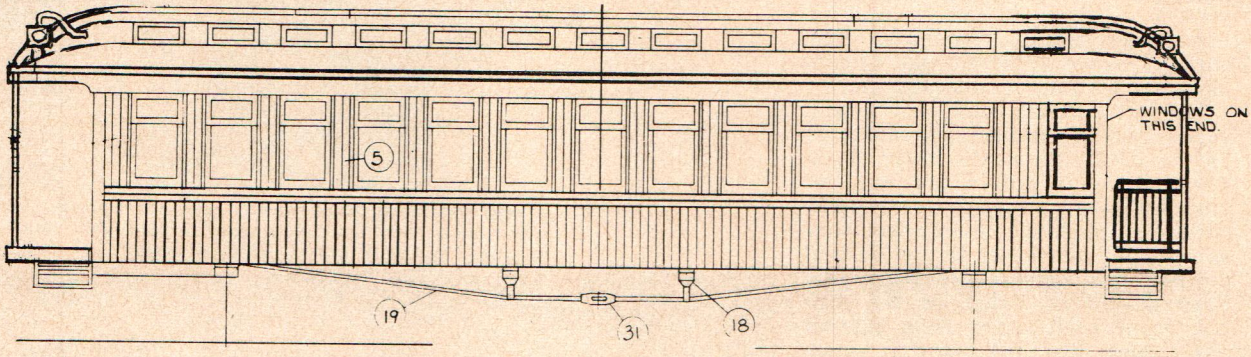



Photograph the sign, preferably with a view or single lens reflex 35mm camera. Local photographers can also do the job. 35mm film provides signs ideal for use in HO and other small scales: TT, N.

# BRT El Car

by Dan Donnellan

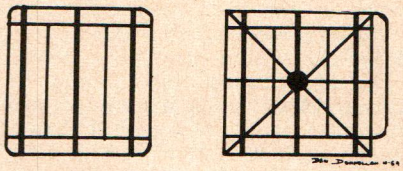



**Standard narrow gauge coaches convert easily to elevated cars of the type used in various major cities.**

Donnellan's complete Brooklyn Rapid Transit car is finished in brown with tan roof. Car was built from LaBelle narrow gauge coach; extra parts.

Staff Photos



Swing Gates and End Railings (4 ea. per car). Drawings are double HO size.

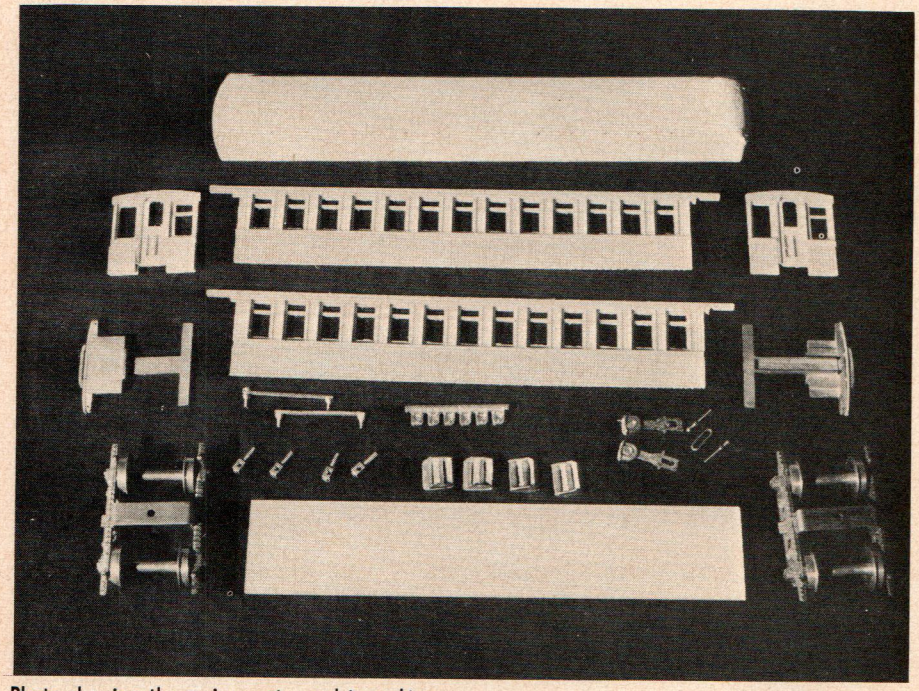


Photo showing the major parts used in making the BRT el car. Sides and ends are shown pre-assembled. Trolley poles are not shown here.

FOR MORE than half a century, open platform wooden el cars served such cities as Chicago, New York, Philadelphia, and Boston. The cars actually are almost identical with steam road suburban coaches of the 1880 era and many were found in operation as conventional coaches hauled by diminutive locomotives, notably Forney types which required no turning.

Following Frank Sprague's invention of the rapid transit train, Chicago and other cities converted many such cars to MU operation.

The former Brooklyn Rapid Transit, later to become part of the Brooklyn-Manhattan Transit, and then the BMT Division of the New York City Transit System (and Authority), operated a large fleet of such cars in both monitor and arch roof types.

I was struck with the marked similarity between the BRT cars and the steam-type coaches operated by the D&RGW, recently made available in a superb LaBelle HO kit. Suitable O scale kits are also available.

Some minor changes must be made by the modeler. Most important is the slight lengthening of the roof and the addition of the motorman's window at each end.

The following parts must also be obtained. Marker lamps from *Traction Models*, 71 Spielman Ave., Farmingdale, L.I., N.Y., to special order at 20 cents each (4 required). *Walthers* No. C821 resistors. *Model Engineering Works* Hi-Baller link and pin couplers. *Cal-Scale* passenger air hose. Trolley poles by *Suydam, Kemtron,* or *Model Tramway.* The gates were from *Kemtron* to special order and it is uncertain as to whether or not they are readily available but try: P. P. Box 1952, Fresno, Calif. 93718. Several good power trucks are available from different manufacturers.

All of the major components are shown in the disassembled view of the car parts. Trucks shown are trailer type since there is no need to power every elevated car on one's roster. The car was finished in brown with a tan roof, with white lettering, following old photographs obtained from railfan sources.

# the Thompson Bank at: *Old Sturbridge Village*, MASSttS

Small yet timeless, the old bank at Thompson, Conn., has been moved for posterity to the historic grounds of Old Sturbridge Village where it has been restored to its original authentic Greek revival style for all to see.

The Thompson Bank as it appears today at Old Sturbridge Village, fully restored to its original appearance. The bank had to be crated and moved by truck 46 miles via a circuitous route to reach Village.

THE THOMPSON BANK, incorporated in June 1833, was typical of the many small private banks that sprang up throughout New England during the first and second quarter of the nineteenth century. Its architecture is Greek revival in character (as were many buildings of that period) and its very appearance, with bold Doric columns supporting an imposing parapet, gives the structure a sense of solidarity befitting a financial institution.

At its founding, capital stock was fixed at one hundred thousand dollars, divided into shares of one hundred dollars each. Like most banks of the time, the Thompson Bank had its ups and downs, but unlike many other institutions managed to survive the panic of 1837. In 1865, the year of the National Banking Act, the institution was reorganized as the Thompson National Bank. At this time a number of architectural and decorative modifications were made. During the next decade it shared its offices with a savings institution known as the Thompson Dime Bank which enjoyed but a brief career.

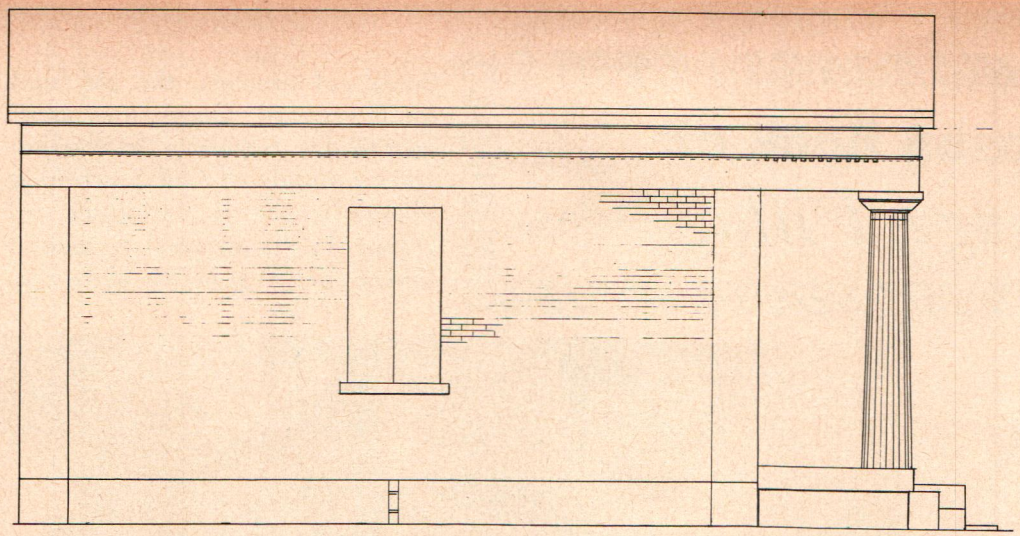
The gradual centralization of commercial activities in the larger communities which took place in New England during the latter part of the nineteenth century affected Thompson to the extent that it was supplanted in importance by Putnam to the south. On March 28, 1893, the bank moved to that city and changed its name to the Thompson National Bank of Putnam. Misfortune, however, plagued the organization and resulted in its voluntary liquidation on April 24, 1899. The bank had served area residents for almost 66 years.

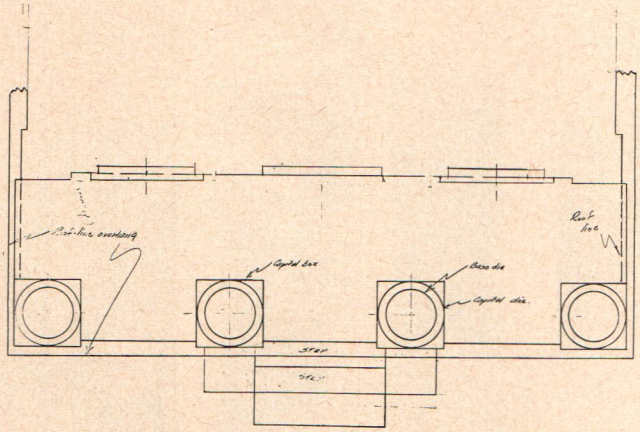
In November, 1893, the town of Thompson purchased the building for $1,000. The granite vault served as a repository for town records and, at election time, for ballots. Upon occasion the building was used as a polling place of Court House.

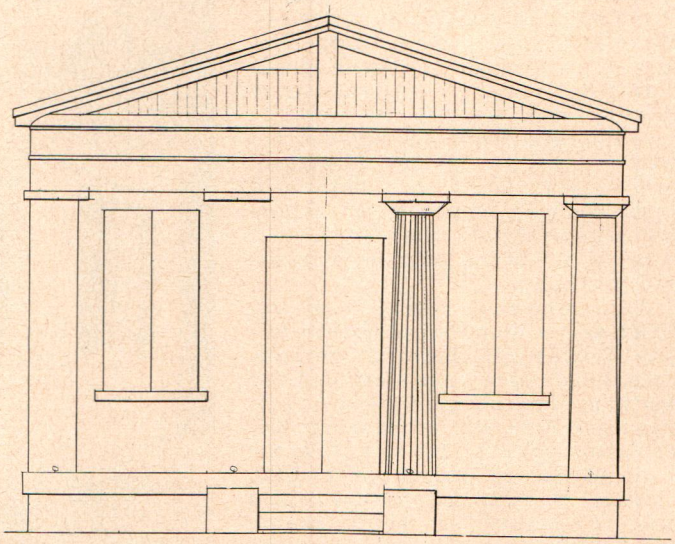
After World War II the building was deeded to the Thompson Boy Scouts of America for use as a meeting hall. The entire interior was altered—the vault removed and a false ceiling hung to facilitate heating the building.

Until damaged by the 1938 hurricane, the old bank building at Thompson, Conn., looked much as it did 100 years before when built in 1833. Architecture is Grecian revival with bold Doric columns.

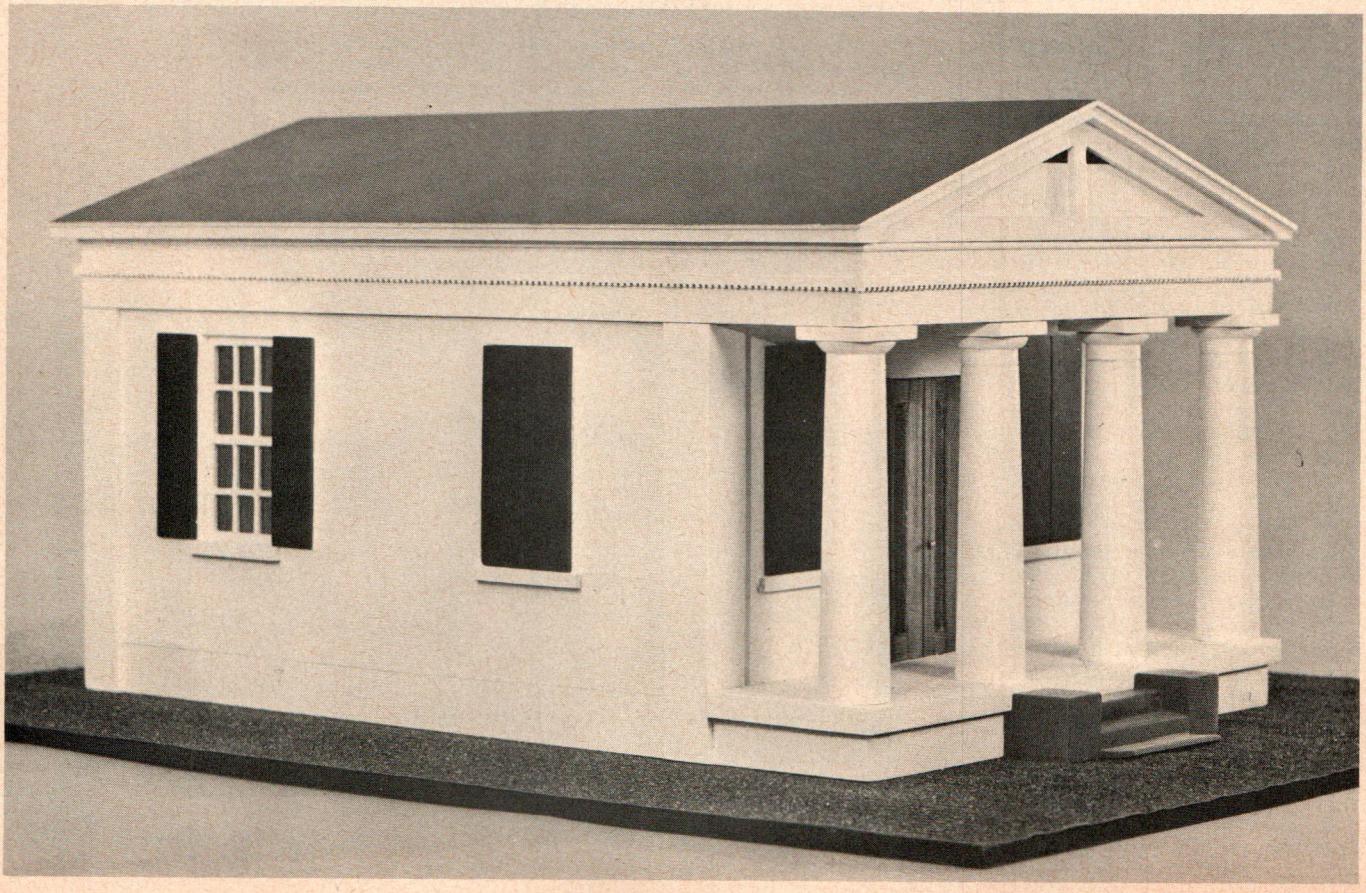
All photos courtesy Old Sturbridge Village.







Scale model of the Thompson Bank as it looked with replacement peak pediment following 1938 hurricane. Shutters on door and windows are iron on the prototype. Building is brick, painted white.



## Acquisition by Old Sturbridge Village

A survey of New England banks built prior to 1840 conducted by Old Sturbridge Village during 1961 and 1962 gradually focused on the Thompson Bank as the most suitable and desirable of a handful of surviving banking houses. A generous gift from the Massachusetts Bankers Association made possible the purchase of the building from the local Scouts in the summer of 1963. A detailed architectural study was immediately made and plans developed for what was to be a daring and experimental moving operation.

Moving a 20-by-24-foot solid brick building weighing approximately 40 tons presents many problems and after careful consideration it was decided to crate the bank and move it intact. The steps and portico were removed. Two-by-four timbers were affixed to the building's interior and exterior every four feet with large sheets of plywood both inside and out. The work was done with the greatest care and of necessity moved slowly. Timbers and plywood were then bolted together through the brick walls which had previously been drilled through. This created a sandwich arrangement.

The interior was then carefully braced with a series of diagonal timbers from floor to ceiling forming some eighty rigid triangles. The final step in the 'crating' of the building was the removal of the roof and, under high pressure, blowing in insulating material between the brick and plywood walls, forming a resilient cushion for the bricks.

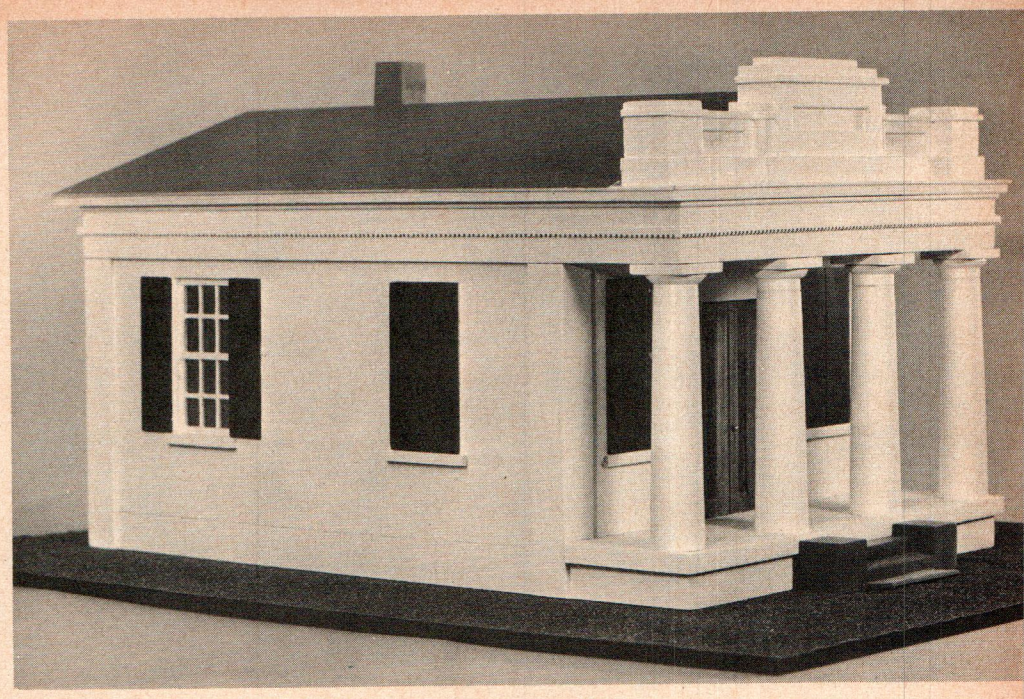
With all precautions completed, professional building movers commenced the gradual removal of foundation stones and placement of support timbers and steel I-beams. The building was then jacked up and three wheeled dollies placed under it.

Traveling at snail's pace, approximately four miles per hour, the building began its four-day journey to the Village on November 12, 1963. Two huge tractor trucks pulled in tandem with a third traveling behind as an anchor. Although Thompson is but 17 miles from Sturbridge it was necessary to take a circuitous 46-mile route selecting roads as level as possible, of sufficient width to accommodate the building, having no low bridges and so forth. The bank reached the Village unscarred.

Meanwhile a foundation for the building had been constructed and restoration work was underway. Old photographs and an early woodcut provided for accurate restoration of the Doric parapet. Other old photos provided interior detail views invaluable in authentic restoration.

Making the work easier was a scale model of the bank, made of wood, which permitted museum officials to visualize exact constructional details of the restoration. The small size of the bank building makes the model ideal for use on model railroads of any scale. The only real problem will be accurate modeling of the massive looking Doric columns. A lathe is needed to make the taper. The grooves have been omitted from the model shown in the photos.

The Thompson Bank can be seen by anyone visiting Old Sturbridge Village, at Sturbridge, Massachusetts. The Village is open seven days a week.



Model of the original bank building as it also appears today in Old Sturbridge Village. Model lends itself to easy modeling using wood or plastic construction. Original building dates back to 1933.

Repairs following the 1938 hurricane saw the bank take on a simpler appearance, one easier to model but lacking the character of the original facade. Sturcture is small, would fit into any layout.

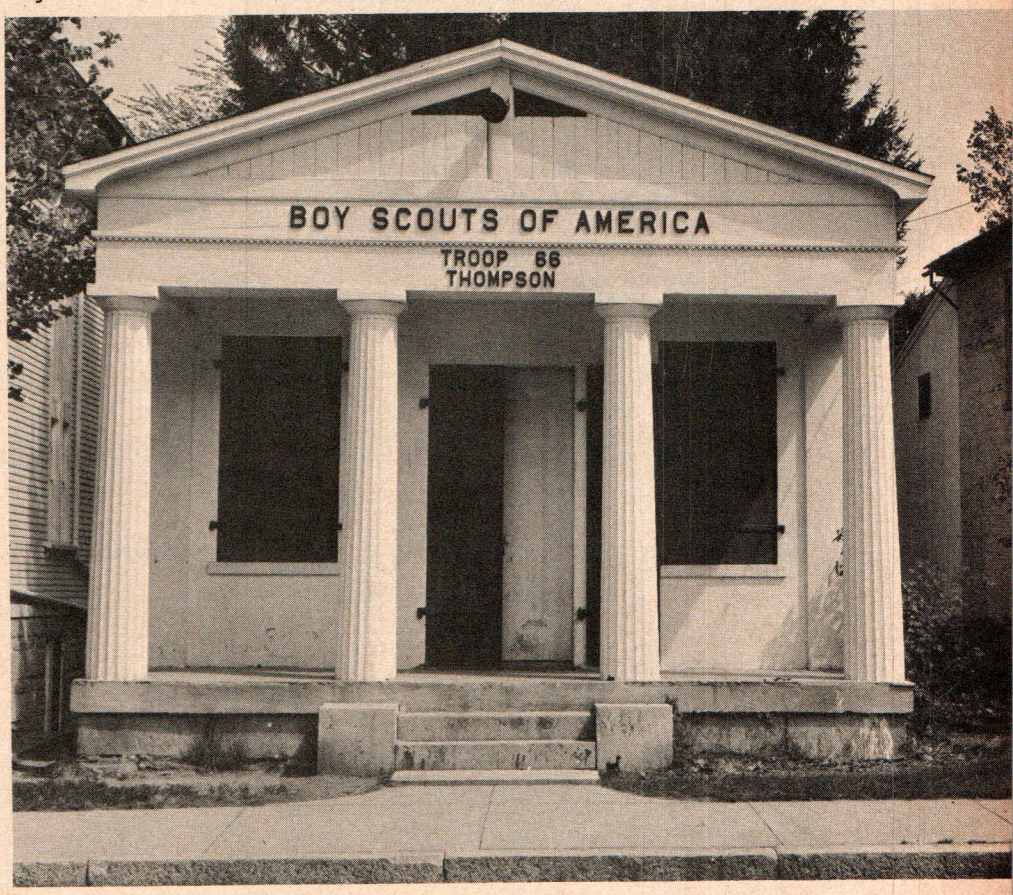
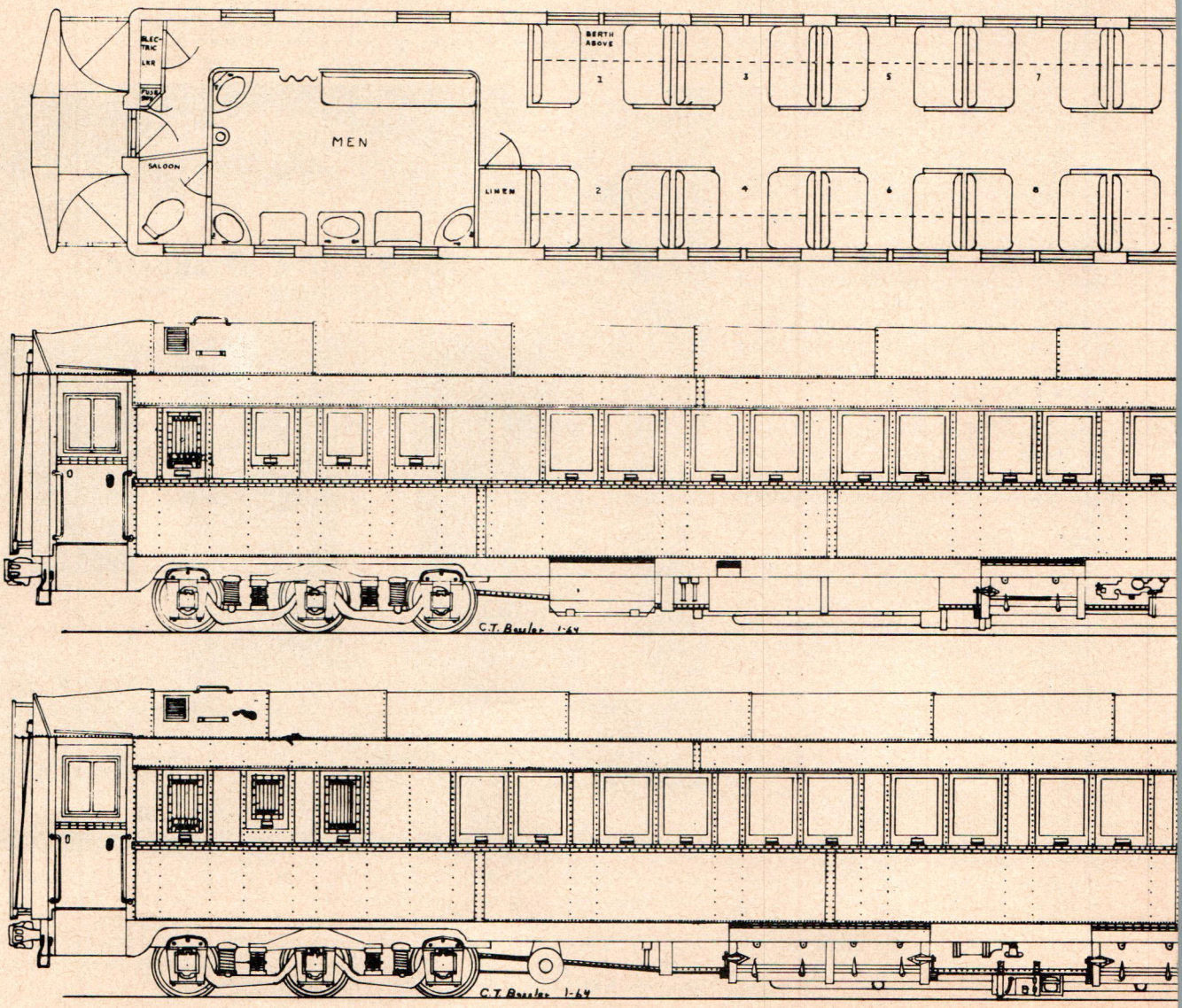


photo by Tom Smith Wilmington, Delaware

Pennsylvania Railroad 14 section heavyweight rebuilt Pullman "Andrew Carnegie" awaiting disposition at Northumberland, Pa., in March 1963. Modernization included new lowered roof and skirts which were later abbreviated. Car ran for years on Broadway Ltd.

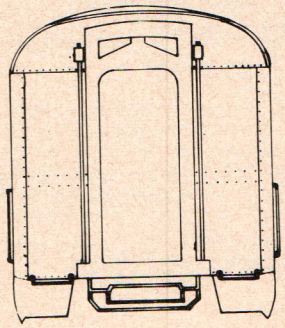
ANDREW CARNEGIE, a 14 open section heavyweight sleeper was built in 1930. This famous name car was originally built like thousands of other Pullmans with a monitor type roof. In later years, this car was rebuilt with skirts and arch roof to blend in with the lightweight streamlined equipment with which it frequently ran. Even later the skirts were shorn to the level shown in the drawing. This was one of the famous name cars which for years ran in the famous PRR Broadway Limited. On the day the notes were drawn up on this car, it sat with hundreds of others who had seen their days at Northumberland Penna.

# Pennsylvania RR Heavyweight 14 Section Pullman

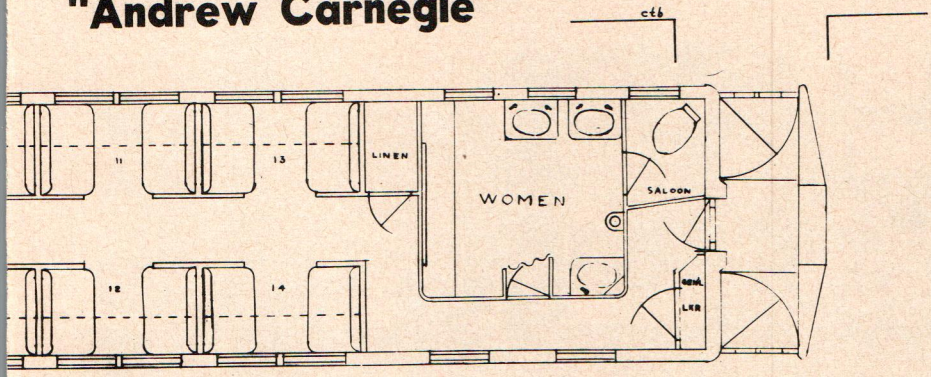


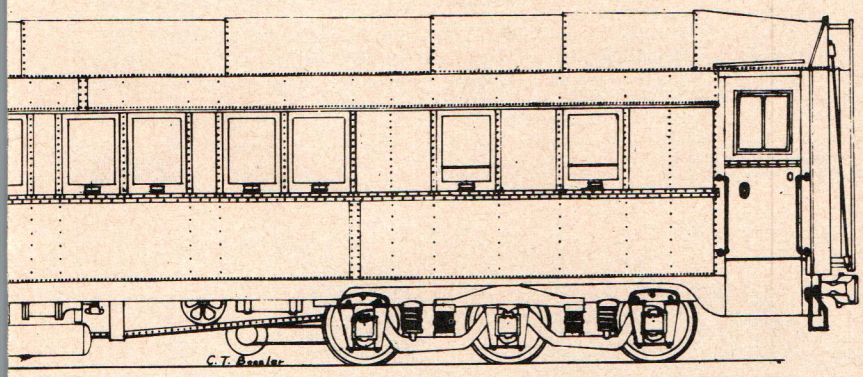
| MISCELLANEOUS INFORMATION | |
|---|---|
| Air conditioning | Ice system. |
| Floor Plan | 14 sections. |
| Owner | Pennsylvania RR. |
| Plan Number | 3958A |
| Paint | Sides and ends, tuscan red; roof and underbody, black. |
| Striping | Single pinstripe on letterboard above rivets Double pinstripe directly below belt rail. |
| Lettering | Pennsylvania centered on letterboard. Pullman at each end of letterboard. Car name centered on lower side. |

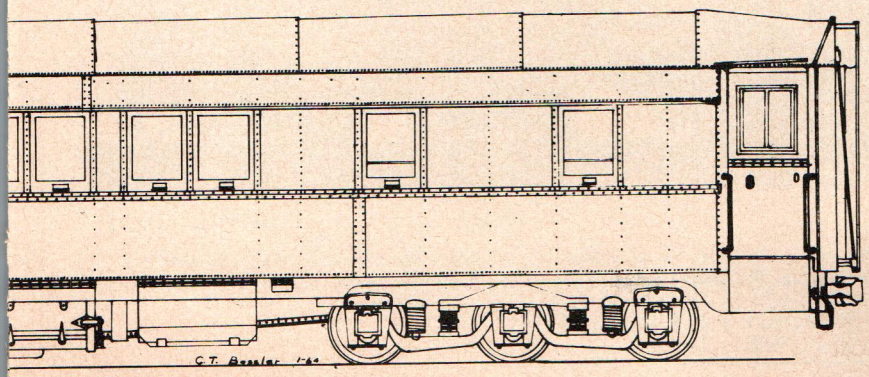
Once a standard heavyweight monitor-roofed Pullman, the Andrew Carnegie was rebuilt to blend in with lightweight cars on the Broadway Limited.



## "Andrew Carnegie"





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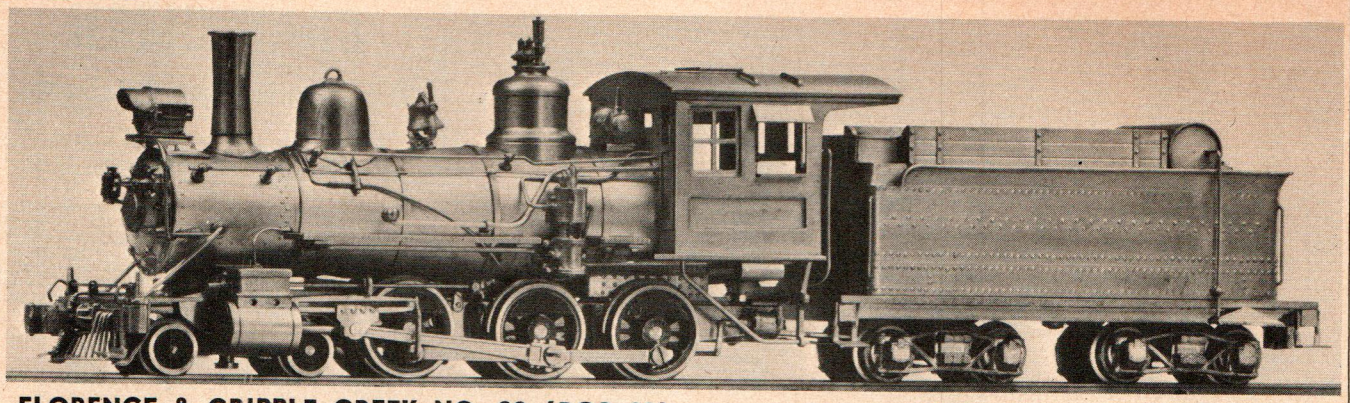
## LOCO BUILDERS PHOTO—253

**4-6-0**



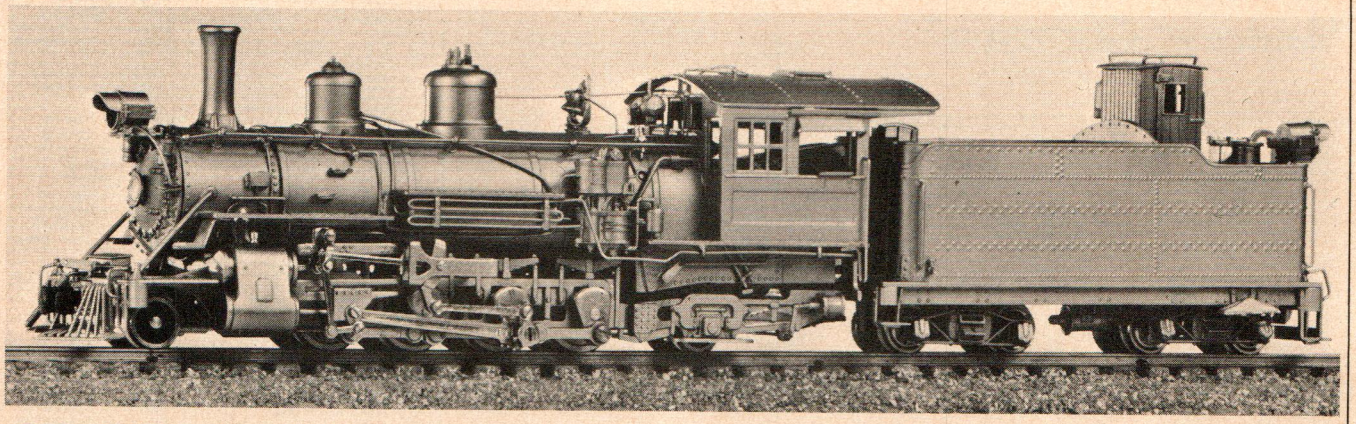
### FLORENCE & CRIPPLE CREEK NO. 20 (RGS 20)

**HOn3** **UNITED—PFM**

Prototype built by Schenectady in 1899 for Florence & Cripple Creek RR as No. 20. Sold to Rio Grande Southern as their No. 20. In 1952 sold to Rocky Mtn. RR Club and now displayed at Golden, Colo. RR Museum. All brass model. Length 6-5/8". Weight 8 oz. Min. radius 15". Cal-Scale investment castings. Tender drive with Mantua motor. 42" drivers. Mfd. in Japan by United for Pacific Fast Mail, P. O. Box 57, Edmonds, Wash. 98020. List price Jan. 1966, $39.95 RTR unpainted. Consult catalog regarding parts availability. Also available in Canada.

## LOCO BUILDERS PHOTO—254

**2-8-2**



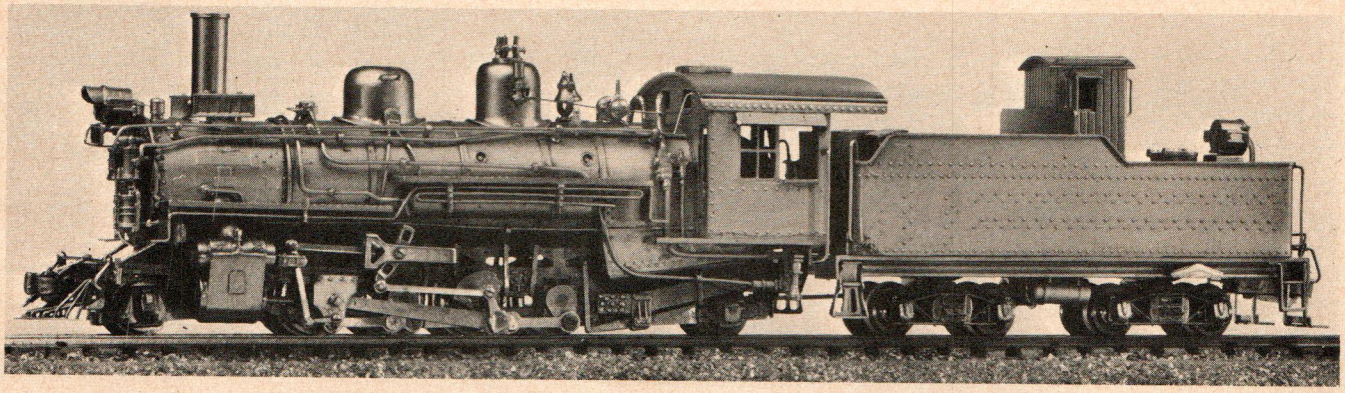
### RIO GRANDE CLASS K-27

**HOn3** **UNITED—PFM**

Prototype is the Denver & Rio Grande Western class K-27 Mudhen, all retired. All brass model uses Cal-Scale investment castings. 40" drivers are all flanged, powered with Pittman DC-195 motor. Weight 14 oz. Length 9". Minimum radius 18". Doghouse on tender. Metric screws. Mfd. in Japan by United Models for Pacific Fast Mail, P. O. Box 57, Edmonds, Wash. 98020. List price Jan. 1966, $59.95 RTR unpainted. Consult catalog for parts availability. Also available in Canada.

## LOCO BUILDERS PHOTO—255

**2-8-2**



### RIO GRANDE CLASS K-28

**HOn3** **UNITED—PFM**

Prototype is the Denver & Rio Grande Western road class K-28, built by Alco and used on the Silverton run. All brass model uses Cal-Scale investment castings. 40" drivers are all flanged, powered with Pittman DC-195 motor. Weight 14 oz. Length 9". Minimum radius 18". Doghouse on tender. Metric screws. Mfd. in Japan by United Models for Pacific Fast Mail, P. O. Box 57, Edmonds, Wash. 98020. List price Jan. 1966. $59.95 RTR unpainted. Consult catalog regarding parts availability. Also available in Canada.

## LOCO BUILDERS PHOTO—256

**O-4-0T**

### BALDWIN SADDLE TANK

Prototype is Baldwin narrow gauge saddle tank locomotive of 12½ tons as used in plantation, mining, industrial, construction, and light switching service. Model has metal frame with molded plastic superstructure black spray painted with white lettering. Length 2-⅝". Track radius with cars 7" Weight 2 oz. Headlight. Same track gauge as N or OOO scale. Mfd. in Europe for Associated Hobby Mfrs., 3214 N. Boudinot St., Phila. 34, Pa. Model new Fall 1965. List price RTR painted, $6.95.

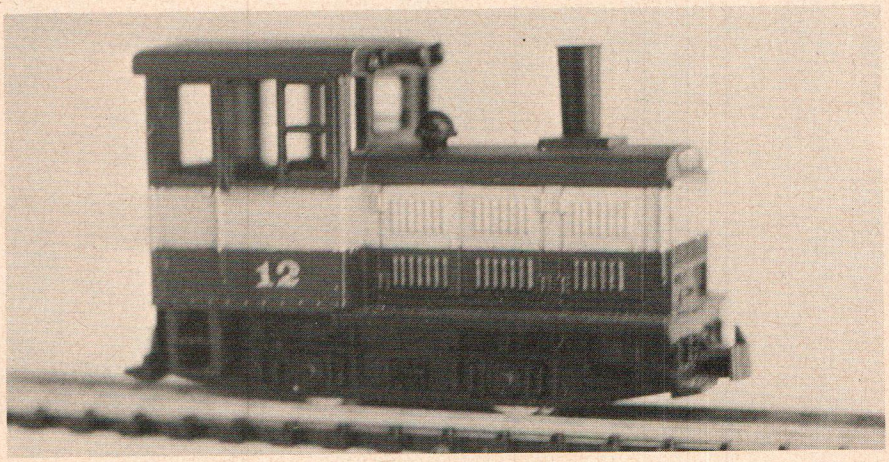
**HOn2½** **AHM**

## LOCO BUILDERS PHOTO—257

**DIESEL SWITCHER**

### PLYMOUTH MODEL JDT

Prototype is small four wheeled diesel switcher for plantation, mining, industrial, construction, and light switching service. Model has metal frame with molded superstructure green and yellow spray painted with black trim. Metal drivers. Length 2-⅛". Weight 1½ oz. Track radii with cars, 7". Same gauge as N or OOO scale. Mfd. in Europe for Associated Hobby Mfrs., 3214 N. Boudinot St., Phila. 34, Pa. Model new Fall 1965. List price RTR painted $5.95.



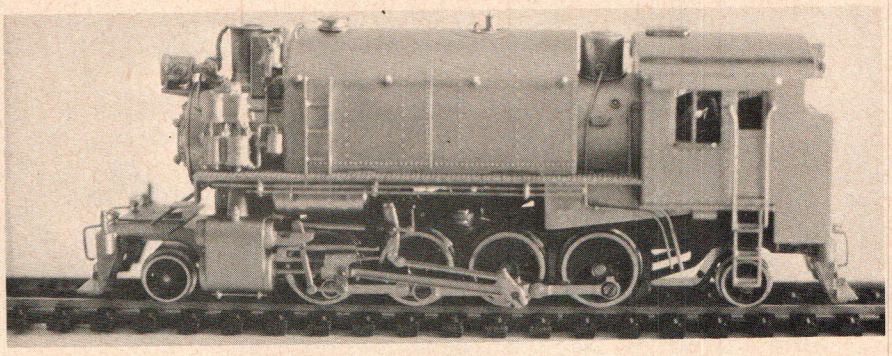

**HOn2½** **AHM**

## LOCO BUILDERS PHOTO—258

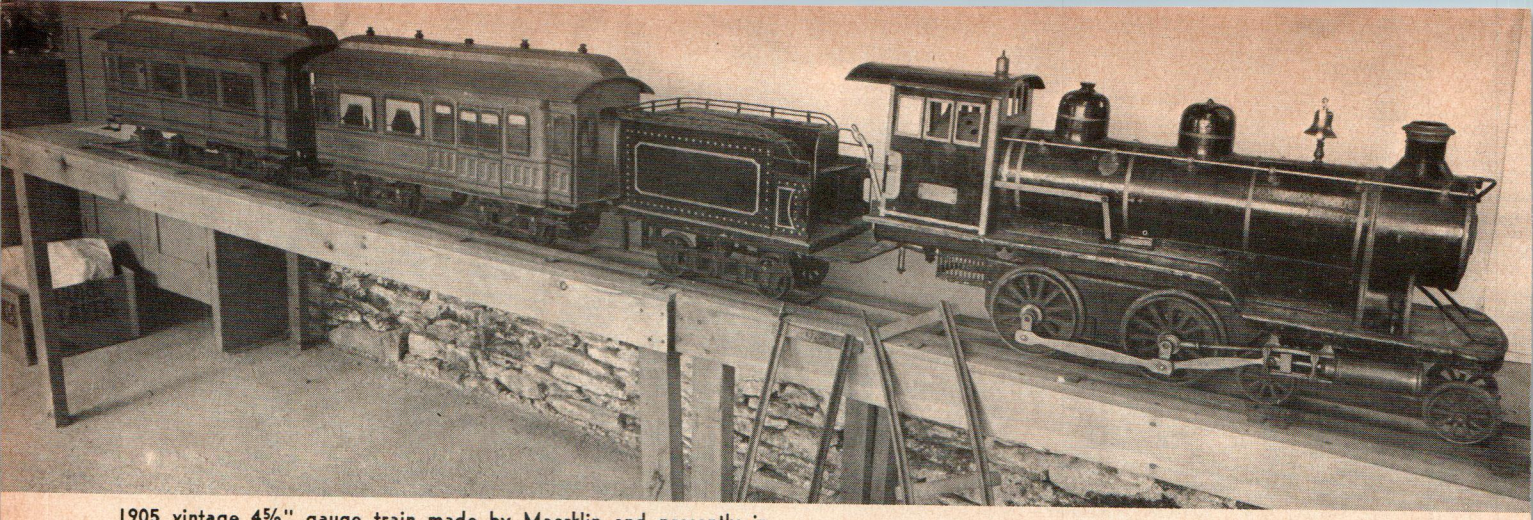
**2-8-2T**

### ALCO MINARETS MIKADO

Prototype is Alco Minarets class 2-8-2T including Hammond Lumber Co. No. 16, Long Bell Lumber Nos. 800-805, and Pacific Lumber No. 37. All built-up brass model in satin finish with pre-blackened frame and drivers. Flexible shaft delivers power through gear box on second axle. Fibre gear. Drivers all sprung and flanged. Takes 18" radius easily. Length 5-⅛". Weight 12 oz. Accepts standard coupler pocket. Many lost wax fittings. Mfd. in Japan for Northwest Short Line, Box 423, Seattle, Wash. 98111. Production limited. Price RTR unpainted Jan. 1966, $44.95. Test Track review RMC Feb. 1966.



**HO** **NORTHWEST SHORT LINE**



1905 vintage 4⅝" gauge train made by Maerklin and presently in the collection of Edward P. Alexander, Upper River Road, Yardley, Pa. Engine is in remarkably good shape for live steamer of such vintage. Total length of train with passenger cars is 10 feet.

Photos from Al Bennett, Ed Alexander, Bill Krames, and Hal Carstens.

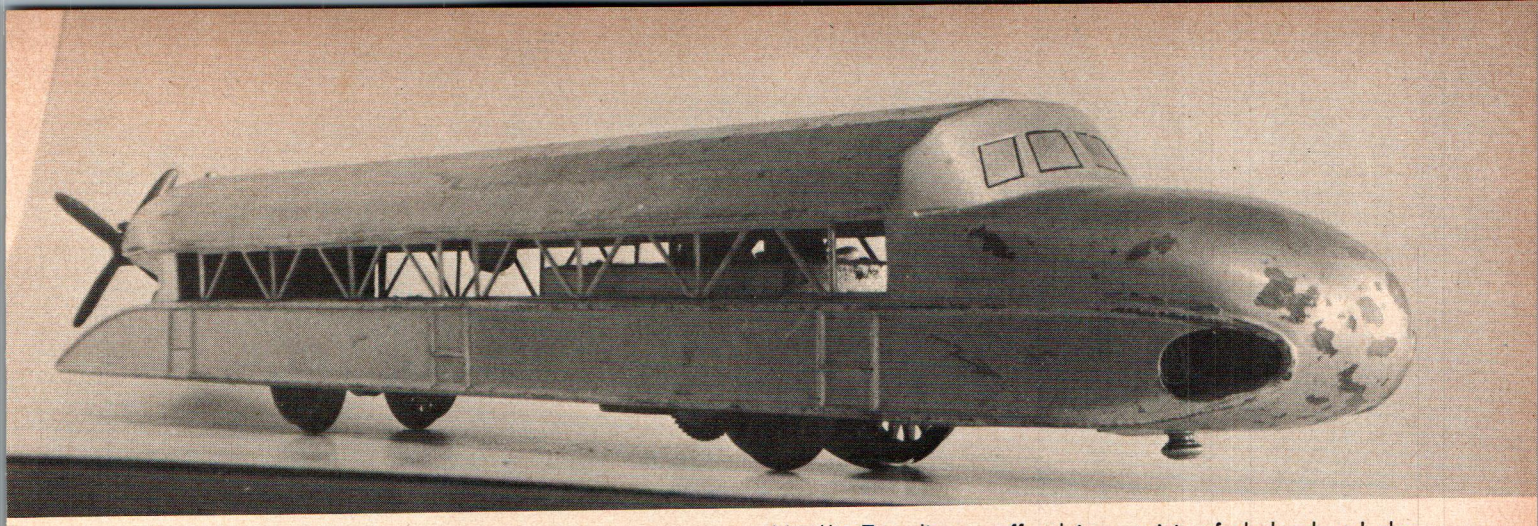
Another train identical to Alexander's, once owned by financier Bernard Baruch, is in the collection of Al Bennett, Belmar, N. J.

# More Old Maerklin

Few American manufacturers produced the very large toy trains. Most stopped with the 2-⅛" wide Standard Gauge although Lionel once did manufacture 2-⅞" gauge trains, which are essentially the same in size and width to No. 4 gauge. A slightly larger gauge was also produced by Buddy-L in their 3¼" gauge, which was essentially made for outdoor use.

The European manufacturers did make limited runs of larger size trains, presumably also for use outdoors. The German firm of Maerklin turned out a line of trains back around 1905-1910 having a track gauge of 4-⅝" (118mm.). The track was made of T rail securely riveted

Among commercially made models of Germany's first steam train, "der Adler," was this mid 1930 O gauge beauty by Maerklin, in the Bill Krames collection. Ed Alexander and Dr. Gerard Robinson are among the few others owning this unique historical set.



Maerklin Zeppelin was offered in a variety of clockwork and electric models in several lengths, in both O and No. 1 gauge. All were four wheel units and the propellor was driven from the rear axle, the front axle being powered. No. 1 gauge model finished in aluminum is in Hal Carstens collection. Model is not very common.

to the ties. The circle diameter measured about 14 ft. and consisted of 12 sections of track. Ed. Alexander's set includes the 12 curved sections plus 6 straight sections, creating an oval 24 by 14 ft.

The locomotive is a giant 4-4-0 type, still a good sized loco back in the early days of the 20th century. The loco was a live steamer complete with spirit burner, safety valve, regulator, and other necessary devices. A brass plate on the cab gives the name "Mignon". All wheels on the locomotive, tender, and two passenger cars were spoked.

The tender of the Mignon had one four wheel truck. Both loco and tender are finished in gold striping.

The two cars are typical of other Maerklin passenger cars of the era featuring heavy cast four wheel trucks, typical Maerklin couplers but larger than usual, individual glass in all windows, and hinged roof for access to the completely detailed interiors.

An identical set, owned by Al Bennett, of Belmar, New Jersey, has an interesting history. Al's set originally belonged in the family of famed financier Bernard Baruch, whose wife bought it for their son about 1905.

The Mignon train measures about 10 feet in length, with each car measuring 32 inches in length. Few of these old trains exist today and it is doubted that many were ever produced.

### Der Adler

Another rarity has to do with the Maerklin replica of the very first German steam train. During the mid-1930's, Maerklin produced a limited run of 0 gauge units, electric, having the 2-2-2 type locomotive with top hatted engineer, four wheel tender, two open four wheeler coaches, and two closed four wheel coaches. Because of the diminutive size of the equipment, the cars and loco were scaled larger than normal for O gauge equipment. A few collectors owning these trains include Bill Krames, whose train is pictured on these pages, Ed Alexander, and Dr. Gerard Robinson. The Italian firm of Rivarossi introduced an HO version of the same locomotive about 1964.

### Zeppelin

Another unusual train was the famous Zeppelin by Maerklin, patterned after the famous light weight train of the early 1930's. Actually, the Zeppelin was offered in a series of different units in both electric and clockwork, 0 gauge and Gauge 1, and in several lengths. All units were four wheeled with only the two front wheels delivering power. Rotation of the two rear wheels provided the power for turning the propellor at the big of the unit.

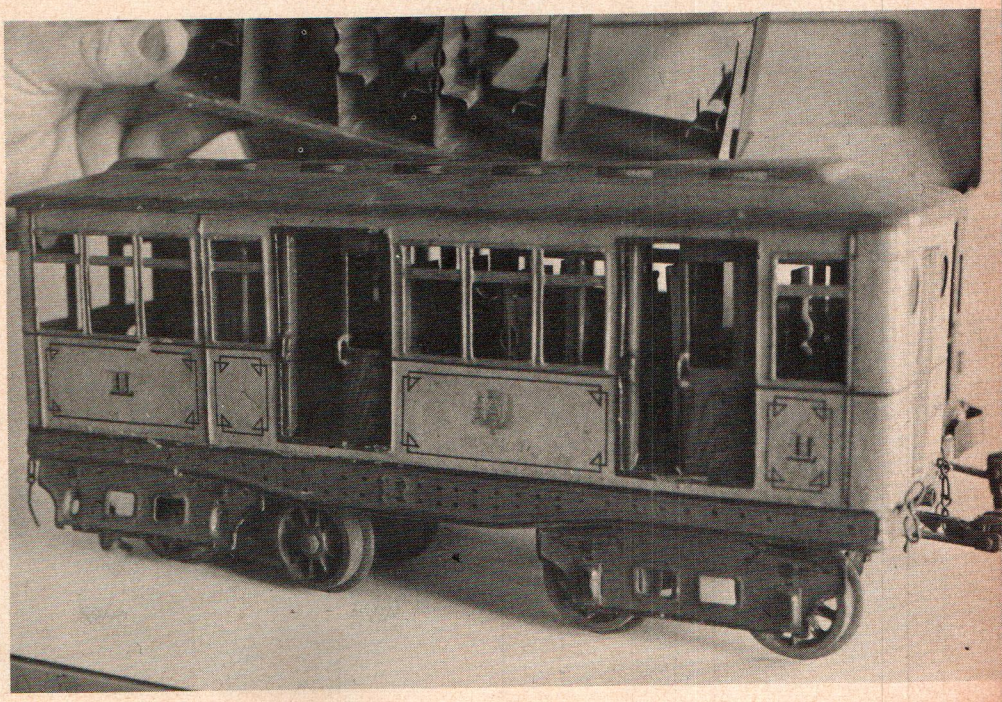
A somewhat similar unit was made by Atlas Tool Company about 1960, in which a propellor powered by a Pittman motor drove a four wheel chassis by air power. The unit could be stopped hurriedly only by reversing the current, providing reverse thrust of the propellor on air. This unit was HO.

### Rapid Transit Train

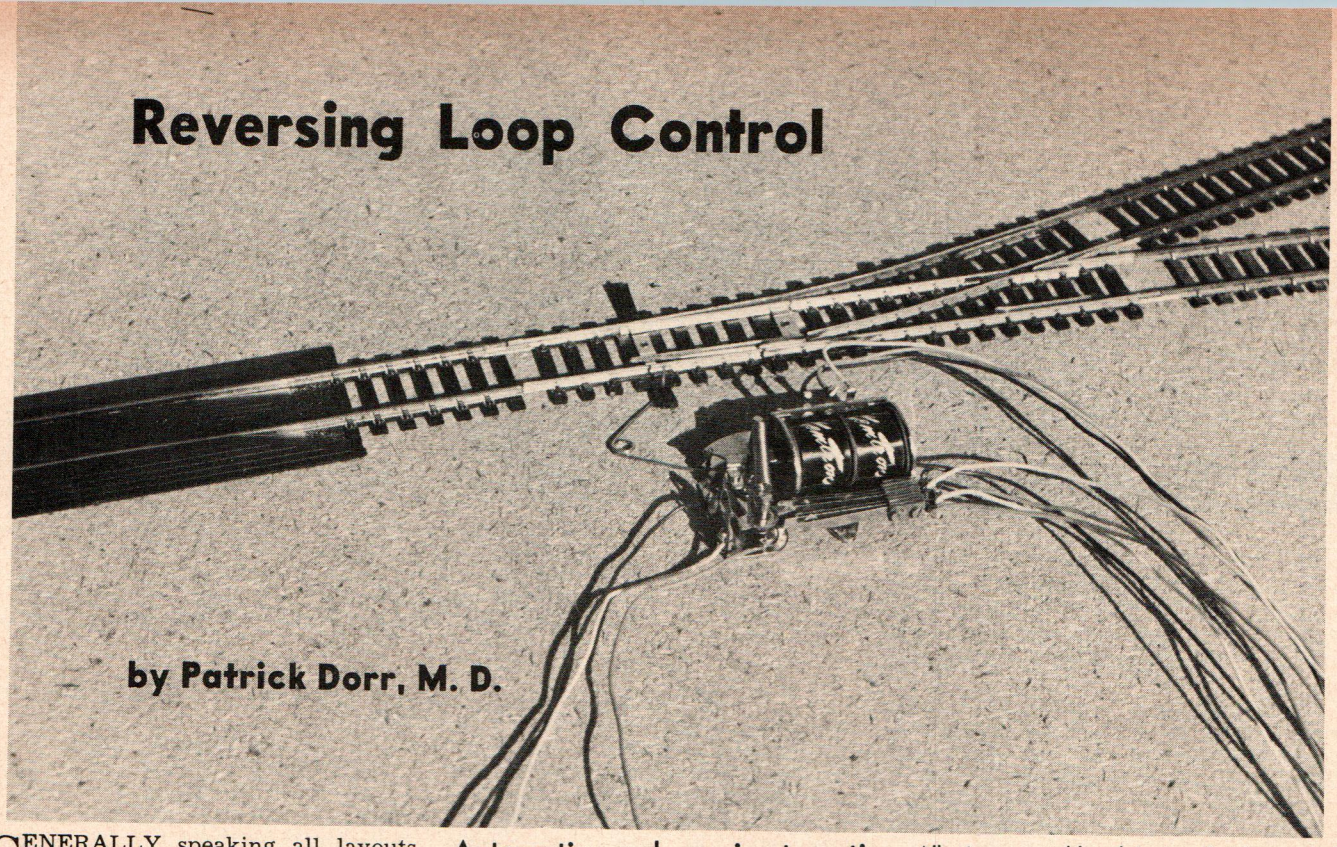
Rapid transit models are not new to the train manufacturers. Most of Lionel's first units back around 1906 were street cars and as early as 1914, Maerklin was producing two car subway trains with sliding side doors in No. 1 Gauge.

This unit in the Carstens collections was built for operation on 110 volts without a step down transformer. The cars are finished similarly to other Maerklin passenger cars of the era except for the sliding doors and the inclusion of a power truck in the lead car. Over the years, these units were probably offered in several styles, possibly with lettering and colors for different cities.

No. 1 gauge Rapid Transit train by Maerklin produced about 1914 is a rare piece in the Hal Carstens collection. Cars operated on 110 volts. Second car is trailer. All doors can slide open.



# Reversing Loop Control



by Patrick Dorr, M. D.

**Automatic and semi-automatic control of reversing loops is easy with six contact auxiliary points. Doctor Dorr tells how, step by easy step.**

All wires are soldered to the Kemtron switch machine before mounting it beside or under reversing loop turnout. Install a 12 terminal strip nearby. Note rerailer ramp just before turnout where train will pass through it twice.

GENERALLY speaking all layouts fall into one of three types: Continuous loops (ovals, figure eights etc.); point to point; and point to loop, see figure 1. The point to loop, is often the best choice for the model railroader with a modest area available for layout construction. A large yard can be located at the "point." Trains are made up in the yard, travel down the main line, stop at smaller stations and sidings along the way, reverse direction on the reversing loop, pass a second time through the way stations and return to the main yard. In effect this arrangement doubles the number of way stations, doubles the length of main line and allows the modeler to concentrate time, money, and available space to complete a single large yard.

If desired the reversing loop can be tucked away and hidden beneath the rest of the layout but should be accessible for maintenance. Holdover sidings can be added to conceal entire trains while another train is made up. Alternatively the loop can be made very large and meandering so as not to appear as an obvious loop.

The reversing loop is joined to the end of the main line by a turnout. Once the train has entered the loop the turnout must be thrown to allow the train to re-enter the main line. Also while the train is in the loop it is necessary to reverse the track polarity of the main line as the train will now be travelling opposite to its original direction. See figure 2. Ordinarily, the operator will have to activate the switch machine to set the turnout correctly and also to throw a double-pole double-throw switch to reverse track polarity.

This article describes automatic and semi-automatic operation of the reversing loop so that as the turnout is thrown the polarity of the main-line is simultaneously reversed.

The heart of the circuit for automatic operation is to use a *Kemtron* switch machine to control the reversing loop turnout. This machine has a six contact auxiliary switching circuit that is wired as a double-pole double-throw relay to reverse main line track polarity. It is the only type of machine made with six contacts and therefore it is the *only* type that can be used in this circuit. When wired into the circut as described here the main line track polarity will reverse automatically each time the reversing loop turnout is thrown.

### Semi-Automatic Operation

The Kemtron switch machine is controlled by conventional momentary type push buttons mounted on the control panel. Once the train enters the loop the operator pushes the correct button to throw the turnout. As the switch machine operates, the main line track polarity is automatically reversed and the train runs continuously back onto the main line. See figures 3 and 4.

### Automatic Operation

The circuit is identical to the above except that the reversing loop turnout is thrown automatically by the train itself by use of track contacts. A home made contact activated by the weight of the locomotive is described or one of a number of commercial types can be used.

The second set of auxiliary contacts; single pole, double throw; on the switch machine are used to cut off power to the track contacts once they are first activated. This prevents repeated activation as the rest of the train passes over the contact which might overheat the switch machine coils. See figures 3 and 4.

The circuits described here follow the power supply in the general wiring sequences. Therefore operators with the usual closed type of power supply will not have to open the case to make any changes in the internal wiring.

The operator can control general reversing movements along the main line, for example, to set out cars, either by the reversing switch on the power supply (recommended) or by activating the Kemtron switch machine.

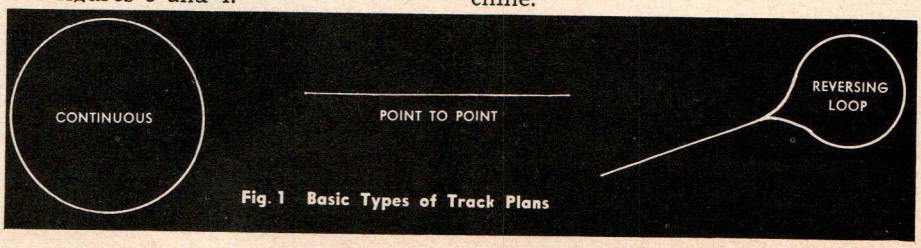



Fig. 1 Basic Types of Track Plans

Unattended, alternative trains will enter the reversing loop from opposite ends. If the train must enter the loop from a particular direction, the reversing loop turnout must be set correctly with the train stopped. The reversing switch on the power supply may have to be thrown at this time to maintain correct direction of the train when it is restarted. The turnout must not be thrown when the train is in motion on the main line or the operator will suddenly find it going in reverse.

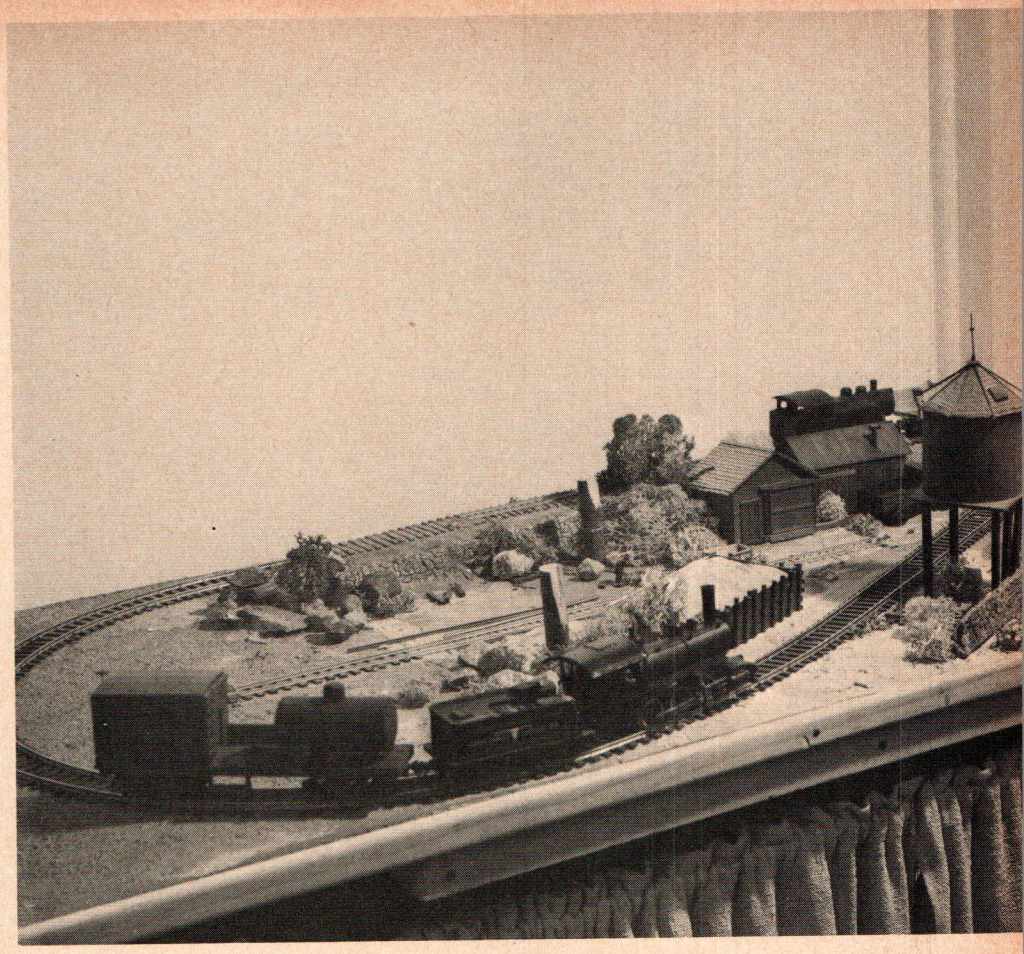
### Construction Notes

1. The reversing loop must be insulated at both ends from the turnout by using four insulated track connectors. The minimum radius of the loop depends on the area available and type of equipment to be operated. In general, the wider the radius the better the operation and the longer the trains that can be held in the loop. (The length of the train is limited to have the last car in the loop and clear of the turnout before the locomotive activates the track contact to throw the turnout). It follows that the contacts should be as close to the ends of the loop as possible for maximum train length. Also the contact that is wired to throw the turnout is the one at the end of the loop that the train passes over last.

2. *Before* mounting the switch machine beside the turnout, solder wires to all the contacts. Solder *five* wires to the DPDT switch contacts. These should be bent as in figure 4 to increase the space between contacts. Solder three wires to the SPDT switch contacts and three wires to the coil connections. Preferably use different colored wires, #20 or #22 gauge with thin plastic insulation is satisfactory. Heavy wire will make the job very difficult. Use a soldering iron (gun) of adequate heat (100 watts) to make the joints quickly. Neatness and care when soldering is important. Avoid using too much solder, excess bare wire, especially with the DPDT contacts which are very close together and easily shorted. Note that the two center contacts are bent towards each other and soldered together to one lead. It should not be necessary to place any insulation between the contacts.

3. The switch machine is then installed by the turnout in the usual way for good operation. Top mounting of the switch machine is recommended for easier maintenance and installation.

4. A terminal strip is best used to make the connections between switch machine contacts and the various circuits. Four terminals are needed for the track polarity circuit and six terminals for the switch machine control circuit. Therefore the light wiring only runs a few inches from the switch machine to the terminal strip and heavier wiring can be used from



Ultra sharp reverse loop on Longhorn & Soptail RR of Richard Appel (see RMC July 1964) is more obvious than some. The means of controling such reverse loops are described by Patrick Dorr in the text.

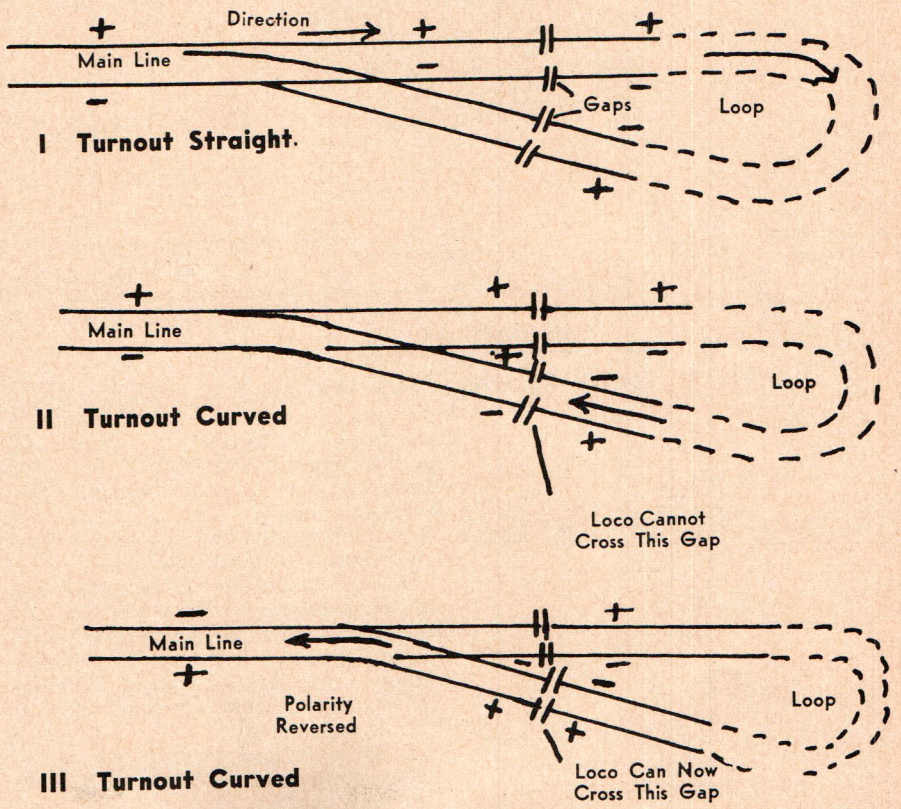



**Fig. 2 Reversing Main Line Polarity**

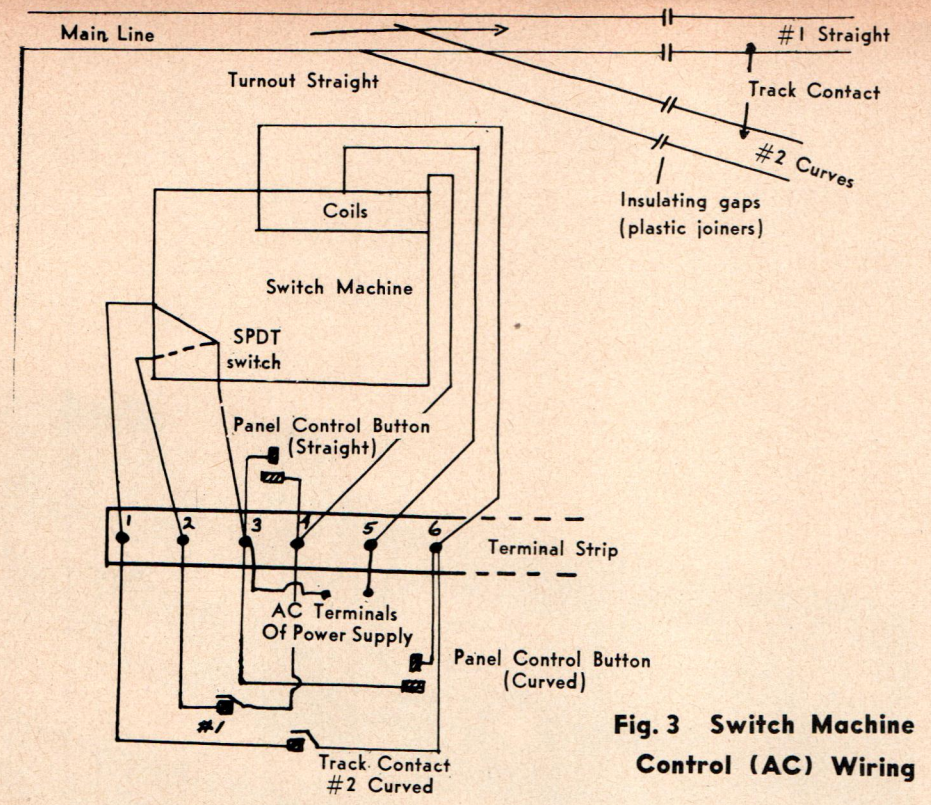



**Fig. 3 Switch Machine Control (AC) Wiring**

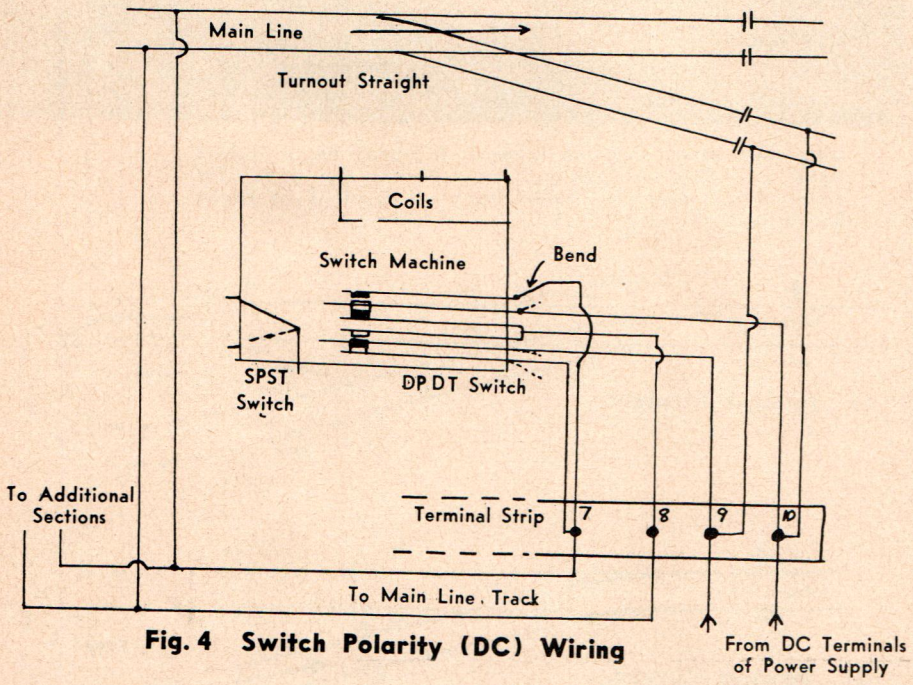



**Fig. 4 Switch Polarity (DC) Wiring**

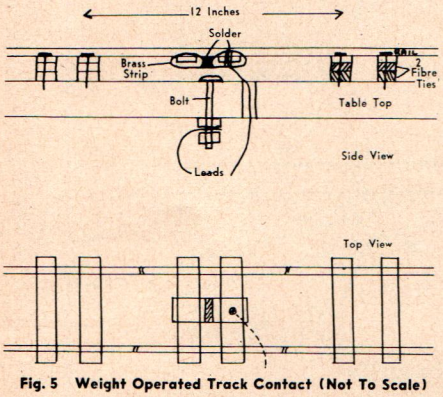



**Fig. 5 Weight Operated Track Contact (Not To Scale)**

terminal strip to the other connecting points. The terminal strip is mounted close to the switch machine. See figures 3 and 4.

5. Pushbuttons one and two are installed on the control panel.

6. First make the connections to the switch machine control circuits and check operation of the turnout with push buttons and track contacts. When these are operating satisfactorily the polarity control circuits can be connected.

7. An excellent location for a re-railer ramp is at the end of the main line just before the reversing loop turnout. In this location the train passes through the re-railer section twice on each run. (see picture).

8. Figures 3 and 4 show the contacts of the DPDT and SPDT switches with the switch machine mounted on the curved side of a right hand turnout. The wiring diagrams will remain the same whether a right or left hand turnout is used and whether the switch machine is mounted on the straight or curved side of the turnout. However the switch machine is always pulling the turnout points to its side in this position. Therefore the points will be set to the curve if mounted on the straight side of a right or left hand turnout and set straight if mounted on the curved side of a right (as in figures 3 and 4) or left hand turnout. Mounting the switch machine on the straight side therefore reverses the functions of the panel pushbuttons.

9. The track contacts are "home made" as follows. A twelve inch length of the loop track at each end is raised off the roadbed by spacers, two ties wide and two ties thick. These are matched to the ties attached to the rail and spikes run through all three thicknesses of tie into the roadbed. At the center of the elevated length of track a brass strip, ¼ inch wide, is bent around two ties and the ends of the strip soldered to itself in the center between the ties. This will form one half the contact. A hole is drilled through the brass strip and tie. A wire is passed through this hole and soldered to the strip. The wire passing through the tie holds the strip centered between the rails. Directly beneath this contact a hole is drilled through roadbed and tabletop. Any bolt of suitable length is passed through the hole and fixed by a nut under the table. A second nut holds a wire onto the bolt. The head of the bolt forms the second half of the contact. If the head is round it can be flattened with a file to improve contact. As a locomotive passes over the elevated track section its weight will depress the center, the two contacts will meet activating the switch machine. The contacts should operate with the lightest locomotive. The parallel wired panel buttons can be used for very light rail cars etc.

Commercial track contacts such as made by Walthers or microswitches (see Lafayette Radio Catalog) can be used.

## Additional Notes

If the direction from which the train enters the loop is unimportant it can always do so from the same end and one track contact can be eliminated. However the turnout should be set to that direction before the train starts. Occasional entries from the other side can be handled by the panel button.

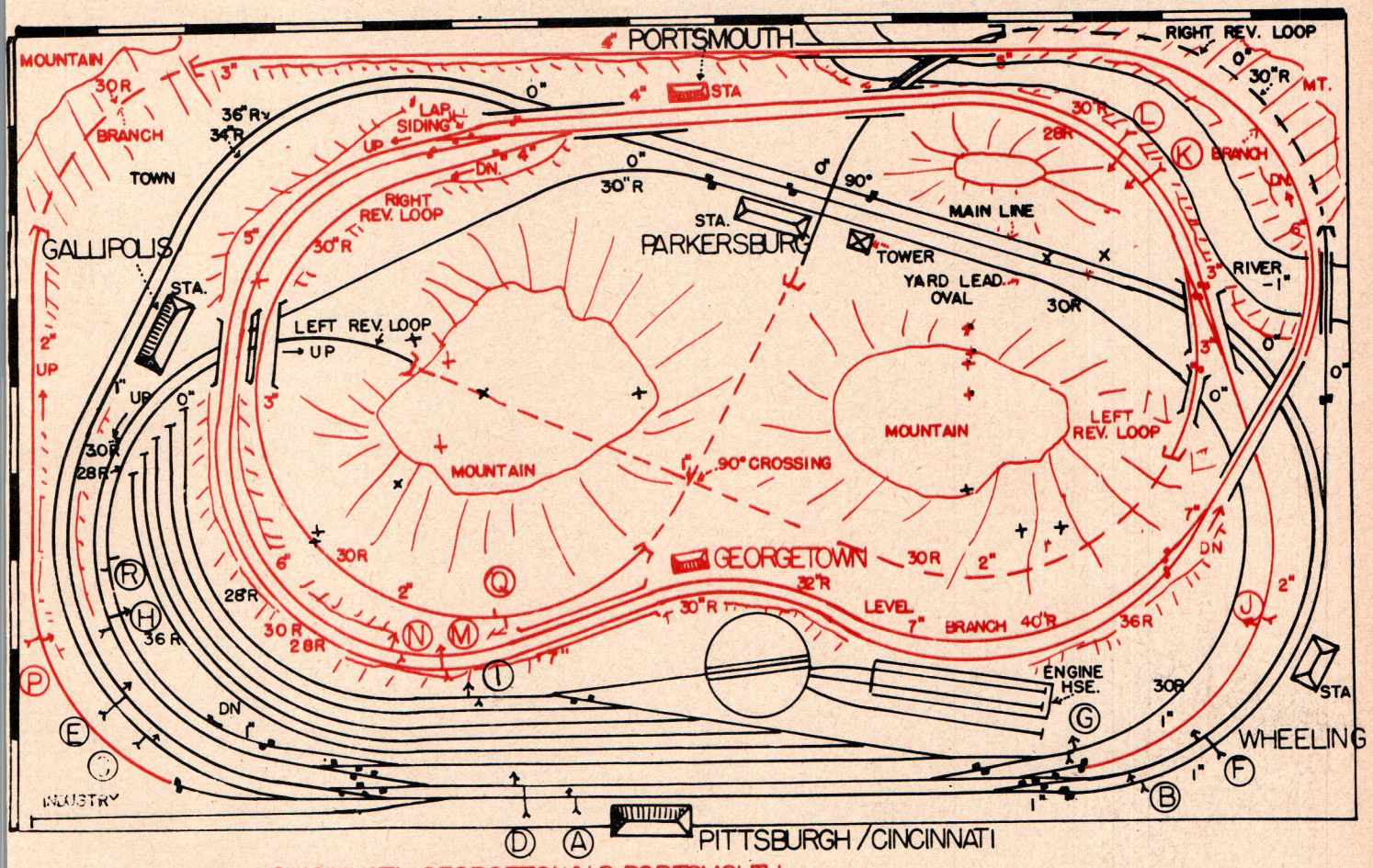
Panel indicator or signal lights can be wired into the circuit between terminals 1 and 5 and terminals 2 and 5.

Once wired and adjusted to operate correctly the circuit will give trouble free operation and greatly increase operating enjoyment.

# Two Railroads In One

## by the layout doctor

In a 9x15 ft. space, the Cincinnati, Georgetown & Portsmouth RR acts as a feeder to the larger Pittsburgh & Ohio Valley RR with curves to 36".




CINCINNATI, GEORGETOWN & PORTSMOUTH
PITTSBURGH & OHIO VALLEY R.R.

The modeler with a nine by fifteen foot table, accessible on at least three sides, and a yen to build an HO model pike that has everything in the way of standard railroading might consider the Pittsburgh & Ohio Valley Railroad, to which is later added the Cincinnati, Georgetown RR feeder road.

The first named is the main line with an almost level double track which circles the table but not always at the edge, with radii of 36" and 34". Also included is the second stage or yard lead oval, just inside this, with yard and turntable. This much is shown in the black part of the drawing, together with the beginnings of the two reverse loops.

Once the Pittsburgh & Ohio Valley has been built, with tracks correctly located to allow for future lines shown in Espee diesel red, be sure to get it in perfect operation before adding the next two stages which bear the name Cincinnati, Georgetown & Portsmouth. The latter is a single-track branch line which includes in its higher levels a lap siding for three trains to pass or meet. If the back of the table is not easily accessible, then the two switches which make it a lap siding could be omitted, making for a longer stretch of double track. The branch is not presently continuously operable without circling the main line oval once between circuits. A left hand crossover, not shown, directly in front of the Pittsburgh-Cincinnati depot would correct this.

The two reverse loops, each of which has one end on the branch, are for construction purposes at least considered part of the branch.

**TOTAL TRACK PARTS REQUIRED**

| | |
|---|---|
| 40" R — | 1/4 circle |
| 36" R — | 1 1/2 circle |
| 34" R — | 1 1/4 circle |
| 32" R — | 1/2 circle |
| 30" R — | 5 circle |
| 28" R — | 1 1/2 circle |
| 90° Xing — | 4 |
| Y Switch — | 1 |
| No. 6 Switch — | 12 right |
| | 11 left |
| Straight — | 115' |

NOTE: This track design, along with all other layouts shown in Railroad Model Craftsman, is readily adaptable to any other scale or gauge. For O gauge, double the plan rules to 24". For S gauge, figure the rules as being 18". TTers use 9". N gaugers (OOO) use 7".

# EXCHANGE PLACE

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THE 4 WEY'S RR LINE: (Printed) Frank Lewis Wey, 1519-17 Woodley Ave., Terre Haute, Ind. 47804.

NORTH HAWTHORNE HIGHLAND RR: (Printed) Richard C. Wagie, 13106 N. Granville Rd., Mequon, Wisc. 53092.

LITTLE CREEK & MAYVILLE: (Printed) Milt. Watts, 34 E. Dawes Ave., Somers Point, N. J.

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TRABUCO & TEXAS FLAT R. R.: (Printed) V. V. McIver, 6187 E. Lowe Ave., Fresno, Calif. 63702.

THE DESPICABLE & ATTICUS: (Printed) Scott Brodie, 123 Eufaula, Gulf Breeze, Fla. 32561.

MIAMI CENTRAL RAILROAD SYSTEM: (Printed) Harold A. Titus, 625 Miami St., Marion, Ohio.

EASTERN LOCOMOTIVE LINES: (Printed) Joseph F. Valenti, 8 Spring St., Pittston, Pa. 18640.

BIG STUMP-LITTLE LUMP LUMBER & ORE CO. (Printed) Dr. Richard F. Haines, 3854 Corina Way, Palo Alto, Calif.

NORTH WESTERN and CHICAGO RR: (Printed) Robert P. Balla, 299 Laurel St., Elk Grove Village, Ill. 60007.

## SWAPPERS

WANT: Seale O ga. locos, pass. & frt. cars, state cond. E. V. Dana, 1150-60th St., Brooklyn, N. Y. 11219.

WANT: United, LMB, International GN 2-6-6-2's. Also Tenshodo GN 1000 HP EMD, GP-9 & FT A&B. State price & cond. in first letter. All letters ans. Lt. D. E. Buck, U.S.S. Josephus Daniels (DLG-27), c/o FPO, New York, N. Y. 09501.

EXCHANGE: Large std. ga. collection, track, sws., locos, cars, acc. FOR: O ga., or what have you? Bob Wellins, Box 13, Ryder Station, N. Y.

EXCHANGE: Mantua "8 Ball Mogul" (kit), Varney, Bowser NYC K3 (mod.), Hobbytown Flywheel Mech. FOR: PSM FM Rd., switcher, Hobbytown 6 whl. Alco Rd. Switcher mech. SAE for list. Dennis Wood, 203 Columbia St., Utica, N. Y. 13502.

EXCHANGE: HO train equip. FOR: rifles, hand guns, binoculars, outboard motor boat. Geo. L. Quinn, 1012 Temple Dr., Raleigh, N. C. 27609.

EXCHANGE: AHM S.P. pwrd. Kraus Maffei diesel, exc. cond. FOR: same DRG&W. Also Valiant Brass E-9 diesel, A or B, pwrd. or dummy, & Varney F-3 metal A dummy shell. T. Speidel, 1409 Robinwood, Alliance, Ohio 44602.

EXCHANGE: Books - Model Rws. (1936); Model Rwys. (1929) English; plus several other English model RR & live steam books from early 1930's; Stuart model steam eng. cat. 1930; FOR: trolley, loco, etc. Ronald H. Leitch, 18707 Ferncliffe Ave., Cleveland 35, Ohio.

EXCHANGE: Lobaugh small reg. tender, either RTR or kit. FOR: O ga. Lobaugh small Vandy tender. SAE or your list for mine. R. D. Fullerton, 54 S. Delmar Ave., Dayton 3, Ohio.

WANT: International "O" ga. Brass locos, espec. Juice Jacks; even want Junkers. Otey Reynolds, 324 Bellefontaine, Marion, Ohio 43305.

EXCHANGE: O ga. Lionel hop., Lionel gond., 44 flat cars .FOR: What are your needs? J. E. Lucchesi, Rt. 1, Stoutsville, Ohio 43154.

EXCHANGE: Two AHM Espee KM-4000's, exc. cond.; Tyco SF GP-20 w/Kadees. FOR: Athearn GP-9 or GP-30 units pwrd, w/GE ring magnet motors or Hobbytown 67408F Chassis. J. T. Rucker, 1016 Macklyn Lane, Bartlesville, Okla. 74003.

EXCHANGE: Akane USRA 4-6-2, 0-6-0, 2-8-2. FOR: United UP 0-6-0, 2-8-0 or West Side Model SP T-28 4-6-0. Sfc Fred C. Pump RA42057083, 908 Sullivan Dr., Lawton, Okla. 73504.

WANT: DC-91 motors. Must be in exc. or good cond. Will pay full price. John W. Roan, 335 Bradley Ave., State College, Pa. 16801.

EXCHANGE: Lionel 2341 J. C., NYC A-B-A, 752 U.P. set; other locos, cars & acc. FOR: Lionel & A.F. std.; "O", "OO", cat. SAE for list. John Bossman, 15 Hilltop Dr., Penn Sq. Estates, Morrisville, Pa. 19067.

EXCHANGE: Other rd. names in Blue Line or Amer. Beauty. FOR: Blue Line 85' B&O pass cars, mint cond. either kit or assembled. Jim Lee, 436 E. Slocum St., Philadelphia, Pa. 19119.

WANT: Mantua Rdg. Co. brass Atl., Pac., Consol. & Goat; also Rdg. brass boilers, cabs, tenders & trucks; PennLine I-1, K-4 & Crusader, any cond. T. R. Gibbons, 224 Columbia Ave., Hyde Park, Reading, Pa. 19605.

EXCHANGE: Suydam HO. Pac. elec. coaches #1252 pwrd., Portland Red elect. coaches #200 not pwrd. All exc. cond. WANT: Spectrum Research Lab Locotrol Model 1, Remote A & pwr. pk.; NYC. N.H., brass, steam, diesel, elect. Paul T. Carver, 69 Bay Rd., Barrington, R. I. 02806.

EXCHANGE: O ga. scale. On3 Mogul, exc. cond., EMD, F-3 A's—heavy brass, GP-7 rd. diesel—Kemtron brass. FOR: Other On3 locos, cars, cabooses, or "O" items. My list for yours. No Lionel. D. S. Jenkins, Rte. 1, Box 155, Kerrville, Texas 78028.

WANT: Old auto sales lit. from 1900-1960, espec. lit. on Octoauto & Sextoauto, Tucker, etc. Jimmy Marriner, Rt. 1, Box 491, Chesapeake, Va. 23320.

EXCHANGE: N. S. track & sws., Tru-Scale & Atlas Customline, exc. cond., some car kits. FOR: What have you? SAE. John Lyko, 5226 W. 24th St., Chicago, Ill. 60650.

EXCHANGE: Tenshodo GP-20 S.P., exc. cond., Varney Metal F-3 A&B, both pwrd., Amer. Beauty, Walthers pass. cars blt.-up. Others. FOR: Tenshodo & United ATSF equip., Walthers 7850 ser. cars. SAE for list. Maj. R. S. Grant, 9-350G Chinook Circle, APO, Seattle 98742.

EXCHANGE: Steam loco pix of D&H, B&O, PRR, SP, RDG or neg. of modern Alaska RR. FOR: Neg. of D&H, Rutland, NYO&W, Erie, DL&W pre-1950 rolling stock. Carl Munck, Box 99, CMR-1 APO Seattle, 98737.

WANT: Hobbytown Alco rd. switcher, metal or plastic, dummy or pwrd.; Hobbytown Alco Rd. frt. 1600; or PSM F-M. State price & cond. Paul G. Wiening, 432 Michigan, Port Washington, Wisc.

WANT: Tenshodo 500 Line GP-7. Any mech. cond., Hobbytown Alco Rd. switcher Superstructure or complete unit. State price & cond. 1st letter. All letters ans. Ronald H. Doller, 229 N. Superior Ave., Tomah, Wisc. 54660.

WANT: Lionel O ga. #6464-450 Great Northern box cars, new or used. Paul G. McKay, 149 - 9th St. East, Prince Albert, Sask., Canada.

WANT: Lionel O ga. 700E Hudson-Tender (700W) good cond. no matter also without whistle. Railchief Coaling Station for O ga. kit or blt. up. Hans Wismer, jun., 44, Waidlistrasse, CH-8810, Horgen/ZH-Switzerland.

EXCHANGE: Ives No. 40 tender (1926) exc. cond., no trucks. FOR: A.F. S ga. equip. GP-7 rd. diesels C&O or T&P. Also late model box cars, or what have you? Robert C. Graham, 2735 Francis Ave., La Crescenta, Calif.

EXCHANGE: S. ga. AF items. FOR: Std. ga. Lionel rolling stock & access. D. Kelton, 610 S. Main St. #998, Los Angeles, Calif. 90014.

WANT: Tenshodo GP-9's U. P., D&RGW or W.P. Tenshodo FT AT&SF fr. colors, PFM cat. #5, Tenshodo U.P. Challenger, United Crown D&RGW M-64. Robert L. Semichy, 246 Garden Hill Dr., Los Gatos, Calif. 95030.

WANT: Max Gray N.Y.C. HO cupola caboose Mantua A&B unit Sharknose diesels, N.Y.C. RR calendars, Hobbytown E-7 diesels A&B units. State cond. & price. George Copeland, 821 N. Grove, Ontario, Calif.

EXCHANGE: Lionel O ga. or will buy. Want: Tenshodo GP-7, GP-9, SD-9; Athearn & Varney metal cars; Varney metal F-3, Hobbytown diesels, any S.P. or S.F. steam. Walter Neff, 781 N. Park Ave., Pomona, Calif. 91767.

EXCHANGE: PFM HOn3 K-27, pntd, exc. cond. FOR: PFM HOn3 2-truck B-2 Shay, exc. cond. Richard A. Bell, 2225 Rossmoor Dr., Rancho Cordova, Calif. 95670.

WANT: Shay; Aristo Craft Atlantic Boilers & Frames, Tyco 0-4-0 & 0-6-0 mech. & tenders. Also Rivarossi Atlantic, compl., any cond. Gary D. Riggs, 5466 "E" St., San Bernardino, Calif. 92407.

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WANT: Extra Vollmer Roundhouse sides, S.P. Dummy Diesels. Donald N. Moran, 10342 Lorne St., Sun Valley, Calif.

EXCHANGE: Max Gray HO MT-4, United PS-4, Athearn Super-geared diesels SP cust. blt. Walthers Pullman (6 comp.-3 drw rm) FOR: United "C-3" Pac. Coast type 3-trk Shay, United "B-2" Shay & NWSL Crown-Willmette 2-6-6-2T. Rod Aszman, 1765 Berkshire Dr., Thousand Oaks, Calif. 91360.

EXCHANGE: MG "O" Shay, MG "On3" Espee 4-6-0's plus "On3" cars & kits, exc. cond. FOR: "HO" brass locos, pref. Espee, frt. or pass., or what else? Dave Burwell, 2227 Rio Verde, West Covina, Calif. 91790.

EXCHANGE: Tenshodo N.Y.C. Mohawk 4-8-2; United Pennsy K4 4-6-2; United U.P. 0-6-0; Athearn Stand. pass. cars, Pullman, B&O coach & others. FOR: Gem L&N 2-8-4 Berk., LMB C&O 2-8-4 Berk., United S.F. 2-8-0; United U.S.R.A. 2-8-2. SAE. Charles H. Burgmuller, 122 S. Shelley Dr., Claymont, Del.

EXCHANGE: 1920 Meccano set, exc. cond. FOR: 2 "O" ga. scale frt. cars or kits. C. Kowal, 6615 S. Bell Ave., Chicago, Ill. 60636.

EXCHANGE: Lionel eng. #671, 1688E, also Lionel cars #2680, 2679, 2682, fair cond. FOR: HO equip. Don Pirkle, 2475 S. Archer Ave., Chicago, Ill. 60616.

EXCHANGE: HO orig. Bowser Challenger kit form, other HO parts, kits, RR marker lanterns, CERA old Trolley Sparks Issues FOR: 8mm movie projector or "O" ga. traction kits, parts, mtrs. multi-units. T. Dunn, 8317 W. 119th St., Palos Park, Ill. 60464.

EXCHANGE: Transistor controls or what are your needs? FOR: Varney F3 A&B, PSM FM Trainmaster, Varney SW-7. Dennis V. Blunt, 2764 Tuckaway Trail, Rockford, Ill. 61107.

EXCHANGE: Amer. Beauty 85' I.C.R.R. streamline pass. car kits, finished cars, locos & parts. Stamp for listing. Carroll C. Schmidt, 2107 Maplewood Rd., Fort Wayne, Ind. 46809.

EXCHANGE: 700EW, 763EW, Black & Grey, 763 Repaints. 773 (1950) in boxes. 227, 201-2900 cars, diesels, 6464 cars. FOR: Max Gray O 2-rail locos & cars. Also 700-763-773 parts. Robert O'Connor, 24 Glengarry Dr., Forest Hills, St. John, N. B., Canada.

EXCHANGE: Perfect cond. copy (#3393) of Pictorial Supplement to DSP&P. FOR: New United HOn3 K28 or other HOn3 equip. G.A. Brooks, 79, Conway Dr., Fulwood, Preston, England.

EXCHANGE: HobbyLine 2-8-4 & Sims Drive, Mantua brass pass. cars, Globe box car sides, Ambroid snowplow & Hatch reefer. FOR: PFM ATSF 2-8-0 or 2-8-4. Does not need to run. Your list for mine. John L. Hodson, Britt, Iowa 50423.

EXCHANGE: Comet kits; M.P. auto. box cars; L&N flat cars; Ambroid 1-5000 #1 2nd ser. (Navy Tank Car), exc. FOR: Lindberg C&NW switcher, C&NW caboose, other misc. C&NW equip. Al Muir, 117½ N. Market, Oskaloosa, Iowa.

WANT: Lionel #6464-1 WP box car w/red letters, #6464-175 Rock Island w/black letters, #6464-510 N.Y.C. in blue, #6464-515 M.K.T. in yellow, Lionel #3459 dump car in white w/B&O markings. State price & cond. Jim Tandy, Box 35, Carrollton, Ky. 41008.

WANT: Lionel #2426W Die Cast tender (matches #773 Hudson 1950). William DeGroot, 394 B King Ave., Baltimore, Md. 21206.

WANT: O scale Lobaugh, Gray, Hines, Exacta & Athearn kits, parts or odds & ends. 1 piece or compl. RR considered. Ray Murphy, Fuller St., Brockton, Mass.

WANT: O ga. models by International, Gray, Walthers, Lobaugh, Faber or Kemtron. Express reefer cars by Main Line, also Pa. Express reefer by Gray. Michael Corcoran, 134 Highland St., South Easton, Mass.

WANT: Lionel #746 O ga. class J N&W 4-8-4 loco. William H. Radcliffe, Jr., 4 Valley St., Webster, Mass.

EXCHANGE: KMT "K" ser. 2 unit diesel, track & trans. insulated for 2-rail D.C. FOR: KMT rtr cars 7251 Gerber's 7252 Santa Fe 9002 PRR Merchandise serv. Richard Stasiak, 22742 Bell Rd., New Boston, Mich. 48164.

WANT: A.F. "S" ga. North Coast Ltd. set; 8 units, Big Boy loco; AF cat. 1948 & 1959. Alden E. Miller, 3212-34th Ave. So., Minneapolis, Minn. 55406.

WANT: Any Fleischmann HO or AF "S" ga. equip. or rolling stock. State price & cond. L. M. Burroughs, Rte. 1, Box 120(A), Gravois Mills, Mo. 65037.

EXCHANGE: AHM 2-8-8-2, Aristo Atlantic, Varney 2-8-0 kit or what do you need? FOR: United CB&Q 4-8-4, Austin gas turbine, Tenshodo D&RG K-28 & K-37 Tenshodo SD-9, UP 060, AHM 2-8-0, W-valve gear. Frank R. Lester, c/o Lasco Corp., 5362 Paradise Rd., Las Vegas, Nev.

EXCHANGE: HO locos, RTR stock, structures, AHM 2-8-8-2 w/smoke, Tyco Pac. "Southern" pass. set, etc. SAE for list. FOR: 000/N equip., sets, Lone Star, Rapido, Minitrix. D. F. Long, Lot 27, Oasis Trlr. Ct., Alamo Gordo, N. M. 88310.

WANT: Con Cor Airslide hopper cars. Will trade Con Cor 500 ser. box kits or other makes. H. Maywald, P. O. Box 272, Bellmore, N. Y. 11712.

EXCHANGE: United D&RGW L-131 2-8-8-2, mint cond. FOR: United Crown DM&IR 2-8-8-4 or other Crown eng. good cond. Also have United Sierra 2-6-6-2, mint cond. All letters ans. Leonard A. Bellini, 2034 Gleason Ave., Bronx, N. Y. 10473.

WANT: Lionel 3454 Auto. Mdse. car, plus parts to repair same. Any Lionel O ga. Elect. type locos, regardless of cond. made during the 20's and 30's. Charles G. Chaloux, 677 E. 231st St., Bronx, N. Y. 10466.

EXCHANGE: PFM Southern 4-6-2 USRA 0-8-0 & others 1 of 5000 #5 to 12, 1st ser. & all 2nd ser. Roundhouse & Athearn metal kits. Many others. FOR: U. S. coins & proof sets, also Penn. equip. R. Calvo, 160-41 95th St., Howard Beach, Queens, N. Y. 11414.

EXCHANGE: Lionel "O" & "027" ga., incl. GG1 & many diesels; also frt. & pass. cars, acc. sws. & trans. FOR: Std. ga. locos & cars, any cond George Tebolt 130 Eastchester Rd., New Rochelle, N. Y. 10801.

EXCHANGE: HO, slides, prints, tapes or records FOR: Steam loco neg. & some elect. N.Y.C., NH, PRR, N&W, part. N.Y.C. Hudson Div. steam & elect. before 1950. Also orig. steam tape recordings any class 1 rd. Allan Sherry, 5445 Netherland Ave., Riverdale, N.Y. 10471.

EXCHANGE: GN 2-10-2, Tru-Scale, Accu-rail, Peco, Nickel Silver track, sws. Kalmbach train albums. FOR: Tenshodo G.N. 4-8-4, SD-9, wooden frt. car kits. Russ Christensen, 76 Yarmouth Rd., Rochester, N. Y. 14610.

WANT: Marklin Sws. #5140 left hand; #5202 right hand. Russell Westher, 165 Irving Rd., Rochester, N. Y. 14618.

EXCHANGE: PFM D&RGW cabooses, Comstock Mining & Miners, Central Valley T-21 pass. trucks. FOR: 100 years of Steam Locomotives, PFM Prairie pilots, Balboa HOn3—8 Union tank car, Balboa Colorado & Southern cabooses. Peter Copp, 15 Barton Rd., Mountain Lakes, N.J.

EXCHANGE: Large amt. exc. quality Lionel O ga. equip. FOR: What have you in HO? My list for yours. Robert Cuzzolino, 22 Tamaques Way, Westfield, N. J. 07090.

EXCHANGE: Plain Lackawanna Trainmaster. FOR: Scale Craft K-4 pilot & tender trucks, pass. & frt. cars. NYC or PRR roofs (4) Scale Craft O & OO P-13 Pacifics. Edward C. Williams, 85 Dale Rd., Rochester, N. Y. 14625.

EXCHANGE: Marklin & other European HO, Faller bldgs., etc. Your list for mine. Leonard Meakin, 3704 Hawthorne Rd., Rockey Mount, N. C. 27803.

WANT: HO Athearn metal cars: WFEX (GN) & NP reefers, NP, GN, CN boxcars; Roundhouse (MDC) metal stock cars; Tenshodo DM&IR or ON SD-9s; NWSL NP W-3 or W-5 tender. Tom Hoff, 1013 5th Ave., N. E., Jamestown, N. D. 58401.

WANT: Aristo-Craft Tracksider No. 120 coal yard conveyor. Have finished metal frt. cars to trade. Earl H. Thompson, Jr., 435 Marcia Ave., Hamilton, Ohio.

EXCHANGE: HO vert. Jap. motor, 2-light semaphore sig., Wardie-Jay circus kits, Mantua motor pcs., switch mach., Pittman motor brush mount, frt. trucks, brass valve gear. FOR: Frt. cars. SAE. Gene Dickman, 3530 S. Dixie, Lima, Ohio.

EXCHANGE: Letter press, complete w/lead type, ink, etc. FOR: Rolling stock locos, track, sws., pwr. pks. HO ga. Gene Kirby, RFD 3, Marysville, Ohio 43040.

EXCHANGE: 700EW on orig. block & Blue Comet set w/390E loco. FOR: Lionel std. No. 9 & state cars 412, 413, 414, 416, also A.F. diesels. Al Staufer, Rte. 4, Box 145, Medina, Ohio 44256.

EXCHANGE: Crown GN 2-6-8-0, Akane, C&O 2-6-6-6, B&O EM-1, SP AC-9, Gem 4-6-4, all exc. cond. FOR: Crown P&LE 2-8-4, Tenshodo 4-6-6-4 or any Crown locos. List for SAE. M. S. Minneman, Box 5005, Poland, Ohio 44514.

EXCHANGE: Books, back issues. For: L&N Steam Locos by Prince. Orig. slides pre-1960 Major Road Steam. W. Welfer, 149 S. Eastland Dr., Lancaster, Pa.

EXCHANGE: Penn Line GG #1 FOR: Penn Line Consol. Also NS Tru-Scale Rdy. track #6 Remote control single & double sws. FOR: What have you in steam? R. G. Miller, 12 Hillside St., Mohnton, Pa. 19540.

EXCHANGE: 12 vol. Science of Railways—Kirkman. FOR: Lionel 6464 box cars, eng. GP-9 Burl. Boston-Me. GG-1 2360, Southern & Ill. Cent. diesels F-7 A-pwr. A-Dummy, B units, #773, 763, good cond. W. R. Oles, RD 5, West Chester, Pa.

EXCHANGE: Rio Grande 2379 Lionel AB, other items. FOR: #2349 NP. SAE for list. Richard Kuelbs, 2834 W. Jefferson, Dallas, Texas 75211.

EXCHANGE: HO Brass snaptrack 18" & 15" radius, also some straight. FOR: Ambroid 1 of 5000, or what have you? George Knight, 1200 S. Courthouse Rd., Arlington, Va. 22204.

EXCHANGE: ASTRAC GE model K-5 w/#1 Receiver FOR: either used B-2 Shay (PFM), PFM Climax, or PFM Heisler: or whatever you have in brass eng. Mike O'Connell, 614 No. "J" St., Tacoma, Wash. 98403.

EXCHANGE: RR hand lanterns FOR: HO steam or diesel locos. State what you have. SAE for reply. R. Ferge, 2351 N. Holton, Milwaukee, Wis. 53212.

EXCHANGE: Steam & diesel C.N.R. & C.P.R. loco pix size 3½x6, also USA, Mexico, Europe, etc. RR pix. State rds. & types. What are your needs?

WANT: Pix, slides & info. on Quebec Central, Dominion Line and Eastern Township Rwys. Carroll Riff, 840 Fennel Ave. E., Hamilton, Ont., Canada.

WANT: Pennsy Max Gray HO G-5s, any cond. Also T-1 tender striping drawing & photo showing top of Streamline Southwind style K-4s. John Stewart, 1822 Dundas St. East, Toronto 8, Ont., Canada.

EXCHANGE: HO early Tenshodo Big Boy, SD-24, Athearn diesels, Lindbergh switcher, Atlas N.S. sws., Olympic diesel, misc. RR lanterns. FOR: Heavy S.P. steam pwr. Prefer Cab Forwards by Akane. H. C. Skinner, Box 518, Capitola, Calif. 95010.


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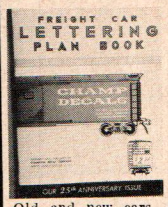


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TOY TRAINS REPAIRED. Obsolete models a specialty, motors rewound. Any gauge. Scale or Tinplate. Choo Choo Charlie, 8924 Crosley, Detroit, Mich. 38239. 7-66

# Railroad Retreads

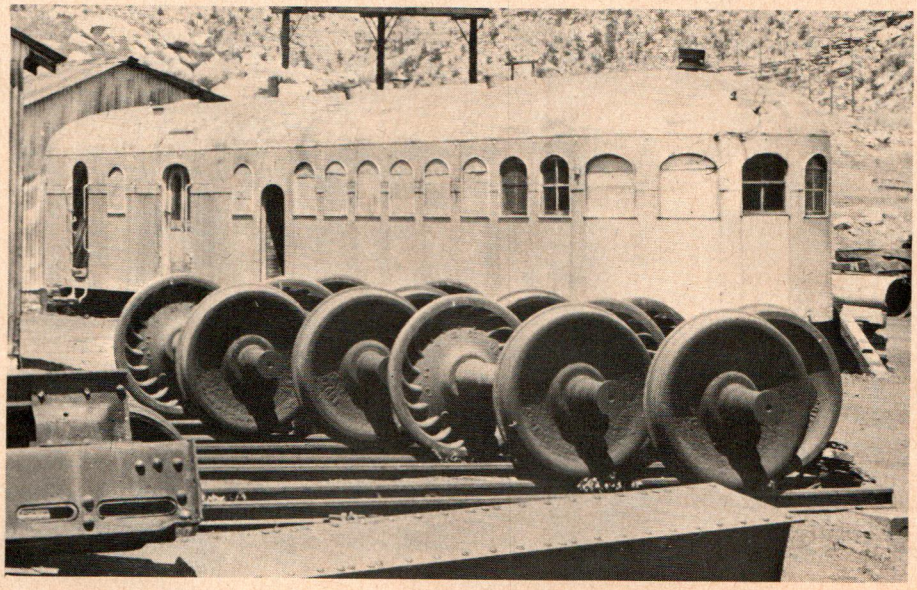
*(Continued from page 32)*

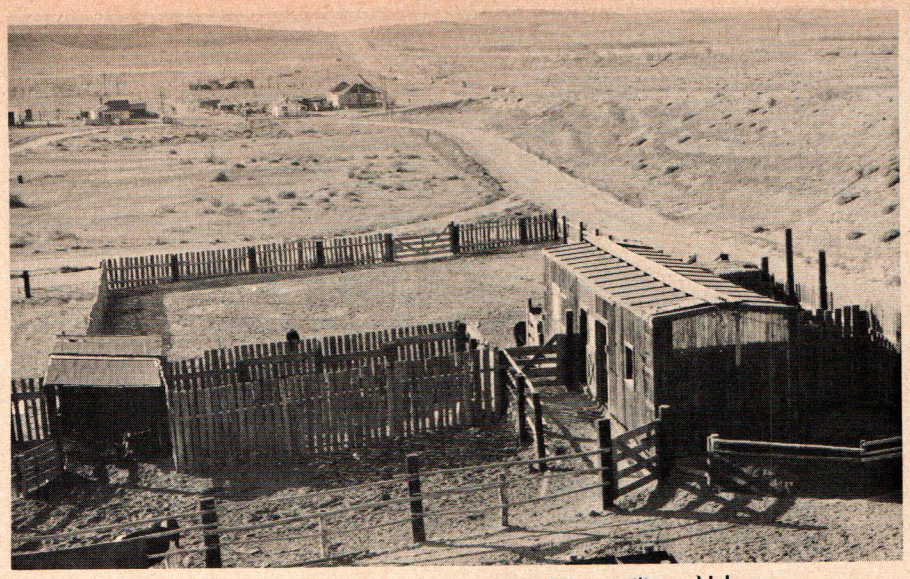
vide storage space. Box cars are a common sight in yard areas and along the right of way, and one time passenger equipment is frequently used to provide crew quarters and yard offices in terminal areas. As prime examples of this taste in building methods consider the following samples drawn from the railroad environment.

The Santa Fe discovered that an ex-varnish car works well as a locker room for crews at Victorville, Calif. This locale is primarily just a train order location, but in view of the fact that a couple of locals operate out of this spot, the need for limited crew facilities is served quite well by the wooden car.

At San Diego the Santa Fe maintains a yard office which consists of two one time box cars linked together with an overhead roof. What

**The Utah Railway uses a well preserved McKeen car body as a storage shed at its Martin, Utah engine terminal. Its been many years since this early doodlebug rambled up and down the line.**





Stable area on a ranch near Green River, Wyo., utilizes old boxcar.

cheaper way can be found for establishing office space and crew quarters around the yard?

Another illustration of box car use which is quite typical is Pacific Fruit Express Company's car department at Salt Lake City, Utah. Located just north of the passenger depot this facility is housed in a one time box car. The sides and ends have been altered somewhat, but nonetheless the origin of this car department shed is easily traceable.

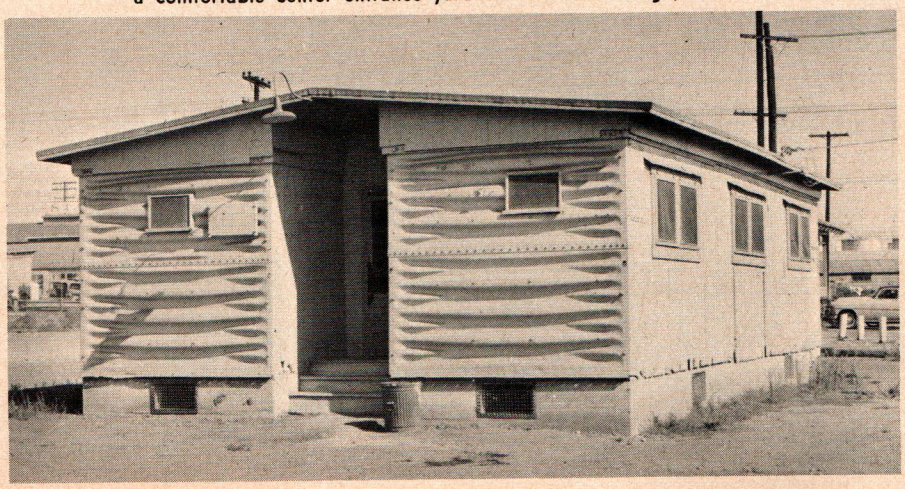
Consider Southern Pacific's storage shed at Taylor Yard in Los Angeles. This car has real character as evidenced by its weather beaten exterior and the various doors which have been cut into the sides.

It is oftentimes fun to nose about the railroad scene and discover some old time piece of rolling stock which has been relegated to stationary use. Quite frequently you'll be surprised at what is discovered. For example the Utah Railway uses an old McKeen motor car as a storage shed back of the engine shop at Martin, Utah. It's a holdover from the mid-twenties when the road still provided first class service and the car is remarkably well preserved for its age despite the loss of wheels and interior ornamentation. Another old McKeen car can be found buried in the middle of Southern Pacific's small Colton, Calif. yard, though its not as well preserved as the Utah Railway's artifact.

In closing this discussion let's examine one of the more unusual applications of obsolete equipment. This example doesn't involve rolling stock per se, but a one time water tank which serviced steamers in years gone by. The prototype can be found at Union Pacific's Riverdale yard near Ogden, Utah. The road, finding that it needed an additional tower at the west end of the yard discovered that the proper elevation could be obtained by removing the water tank but leaving the underpinnings. So the B&B gang merely hoisted a shed on top of the water tank's wooden framework and presto, there's a new tower in very short order.

Any tour of railroad right of way is certain to turn up something in the way of "antiquas ex-railroadus," pig latin for the theory that those who are tired of the kit variety of modeling project can find plenty of subject matter any old day.

Santa Fe ingeniously combined two old boxcars and made them into a comfortable center entrance yard office at San Diego, California.



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| #169 Talgo Pass. Car Truck Side Frames | 12 pr. for | 1.49 |
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Some small parts missing, beat up or crushed boxes.

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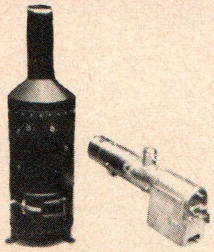

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Santa Fe's bilevel passenger cars are shown in plan and photo . . . Coverage of Hobby Industry show at Chicago with latest trends in new model railroad items . . . Plans and photos of Electro Motive's F-2, F-3, and F-7, with dozens of prototype photos showing a myriad of detail variations that even Electro Motive doesn't know about, and all authentic . . . Plus heaps more.

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# TEST TRACK

### 36 Ft. Double Sheathed Wood Box Car: HO

*Mfd. by Canadian Railway Model Co., 116 Fortose Crescent, Don Mills, Ontario.*

Canadian Railway Model Company has a series of eight truss rodded truss rodded boxcars generally identical except for the silk screened sides. The road names available are 101 Canadian Northern, 102 Grand Truck, 103 Halifax & Southwestern, 104 Lost-and Foundry (freelance), 105 Canadian Pacific, 106 Duluth, Winnipeg & Pacific, 107 St. Louis Iron Mountain & Southern buggy car, 108 New York, Ontario & Western, 109 New York Central & Hudson River, and 110 Bangor & Aroostook.

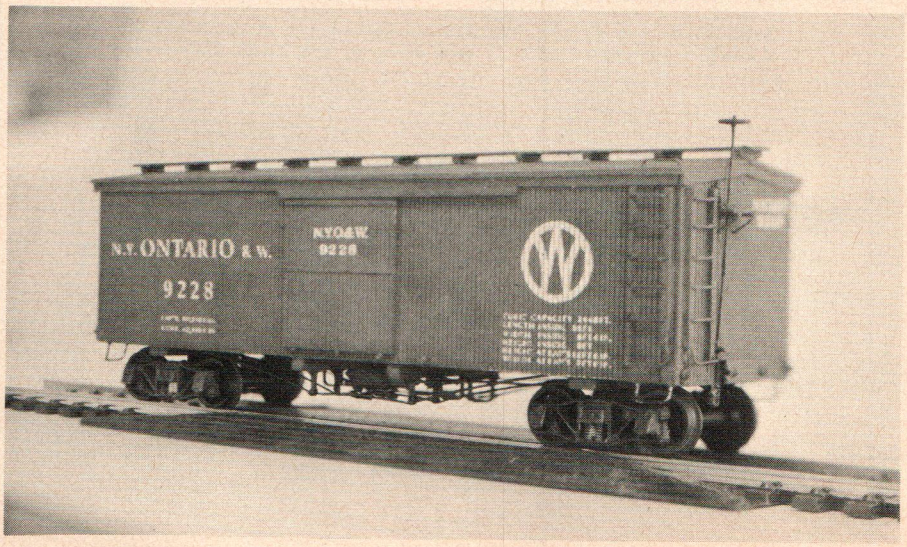
All cars have Northeastern scribed sides prepainted with Floquil tuscan red or boxcar red. The NYO&W car described here is boxcar red. Other details included are the Cal-Scale KCbrake system, Kemtron washer-nut-bolt castings, zamac queenposts, and brass turnbuckle stampings. Stripwood is color coded. The instruction sheet has full size bottom, side and end elevations.

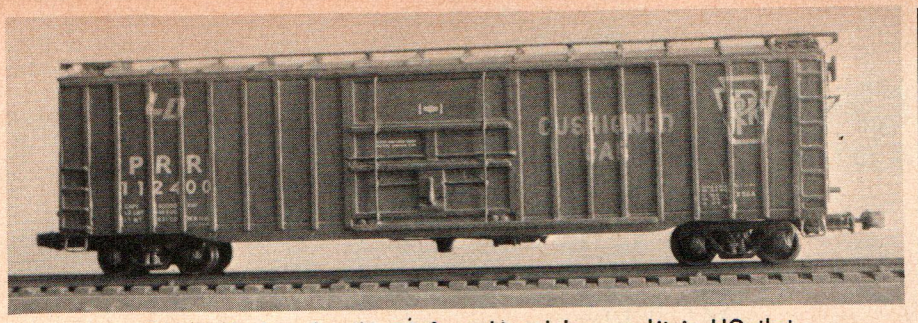
The NYO&W kit assembles with relative ease and carries a delightful charm of a bygone era. We deviated a bit on the ladders, making them match an old photo of an NYO&W boxcar. The silk screen work is quite fine. The Floquil paint matched our bottle perfectly.

Trucks are not included in the kit. Arch bar trucks were installed on our model (Central Valley has a small size that would be particularly appropriate on this car) but the car could be equipped with Bettendorf trucks if it were to be operated into the modern era when arch bars were banned from interchange service, a consideration which modelers generally choose ot ignore. Certainly the model looks best on arch bar trucks.

Most of the cars in the series represent roads rarely offered in kit or model form. The kits list at $3.50 each in Canada and at $3.95 in the United States. Companion refrigerator cars with the same construction are also available with various Canadian road names. The completed model is a little honey and we'll be looking for more.

New York, Ontario & Western 36 ft. double sheathed, truss rodded box car built from a Canadian Railway Model Company HO kit having silk screen lettered sides on Floquil painted Northeastern wood.






Quality Craft makes this 50 ft. cushioned box car kit in HO that features Cal-Scale's hydra-cushion underframe kit. Extra care and time taken to build this one will reward the builder with a very unusual and highly distinctive car not readily available.

### 50 Ft. Cushion Box Car: HO

*Mfd. by Quality Craft Models, Villa Vista, Box 428, Northumberland, Pa. 17857.*

This 50 ft. cushion box car is just what many craftsman modelers have been waiting for. The kit includes detailed plans, decals, trucks, and Cal-Scale universal coupler pockets. Couplers are not included.

Construction requires time and patience and we estimate about 25 hours went into our model. Working time will vary depending on the detail and effort you put into your models, and your own modeling prowess. In any event, this is not a car to be rushed.

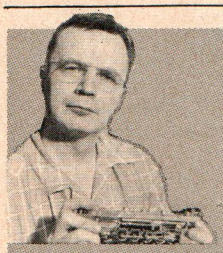
All parts are milled basswood and some are precut to actual length. We'd recommend a very fine sanding of the wood, followed by sealing and sanding of the basic body assembly to avoid any chance that the wood grain may show through and mar the finish of what is supposed to be a steel car.

The feature making this car is the detail. All detail must be added. Roof walks and end walks are fine brass screen. Ladder stock and wire supplied is workable. The Cal-scale hydra-cushion underframe kit is also included and adds tremendously to the completed model.

The car is brush painted or sprayed after all details are in place. A paint mixture guide is included with the kit. After applying decals, set them with your choice of a decal setting solution (a must) and when dry, spray again with a dull varnish taking care not to use too much to avoid running.

This car is quite a credit to a new outfit and we hope is a sign of even more good things to come. Kit price, No. P-1, $4.95 with trucks. John W. Demarest.

Manufacturers are invited to submit new and revised products to the Test Track, Railroad Model Craftsman, Ramsey, N. . for testing and review.



# TROUBLE SHOOTING

## Conducted by Bill Schopp & RMC Staff

**Questions for Trouble Shooting are welcome on any model railroad subject. Questions should be brief and to the point. We cannot undertake individual layout design work, nor can we recommend brands of merchandise. We will print those questions deemed of greatest interest to our readers. We will attempt to answer questions by mail when return post cards are included but cannot guarantee to answer all questions: Trouble Shooting, c/o RAILROAD MODEL CRAFTSMAN, 6 East Main St., Ramsey, N. J.**

### Old Toy Train Values

*S. R.: I have heard that old toy trains bring lots of money. Who will buy mine?*

ANSWER: You heard partly right. Some old trains command a good sum if you can find a buyer. Value is determined by rarity, desirability, condition, and the demand at any given time.

### Wrong Running Loco

*R. S.: All of my engines run the same way at a given setting of the direction controller except one. This runs the opposite way and could cause a head-on collision. Is there any way this can be adjusted so it runs the way as the others?*

ANSWER: The direction of permag-motored engine can be changed by (a) the reverse switch on your control panel, or a small one you might want to fit to the engine; (b) by changing all insulated wheels on engine (and tender) as well as all feelers against wheels so they are on the other side; (c) by removing the magnet from the motor and turning it 180° (which may make it lose its magnetism); (d) reversing ground and hot lead to motor brushes. Sometimes one is easier than another, with (a) being impractical in your case, and (d) being the easiest generally. If you cannot tackle the disassembly and minor soldering required, ask your dealer where you can get assistance—such as from his repair de-

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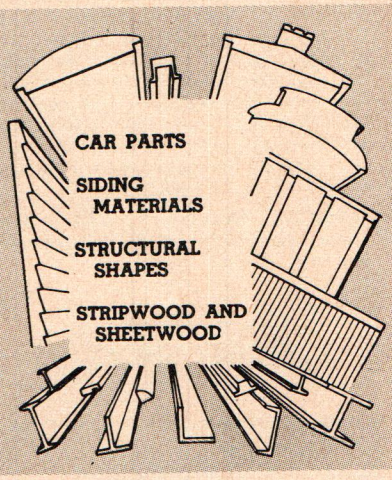


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**TRACTION PLANBOOK (PC-12), 8x11, 68 pages. Published by Model Craftsman Publishing Corp., 1964.**

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partment.

At one time I kept one such maverick engine so I could operate a single track oval with two passing tracks with only one set of controls instead of the several that would otherwise be needed.

### GG-1

*S. H.: I have obtained a GG-1 electric loco kit after much searching and now would like to paint it. I read that the color is very dark, but do not know just what amounts of what color to mix to get the correct hue. Can you help?*

ANSWER: Yes. Get a bottle of black paint and put in one drop of green. Anyone who sees these 4-6-6-4 electrics with any frequency can tell you they are black, not dark green—with exception of a few which are tuscan red and another that was painted aluminum color. If you find a newly painted, clean, engine with the sun hitting it at just the right angle, you can catch a suggestion of green in the black.

I personally like the old five stripe paint scheme better than the modern wide yellow stripe, which is a matter of taste, as the old lady said when she kissed the cow.

### Interchange With Europe

*B. V.: Why can't American freight cars be shipped to Europe on Sea Trains, for interchange?*

ANSWER: While the gauge is generally the same, many other factors make this impractical: car size, differences in couplers and other standards, plus shipping costs. However, shipment of containerized freight to Europe and elsewhere is gaining momentum and such standard containers can be moved by rail, truck, or even air. American freight cars do go to Puerto Rico by ship, and until Castro, to Cuba as well.

### Half-O

*M. Rider: How did HO, meaning half-O, come to be a little more than half?*

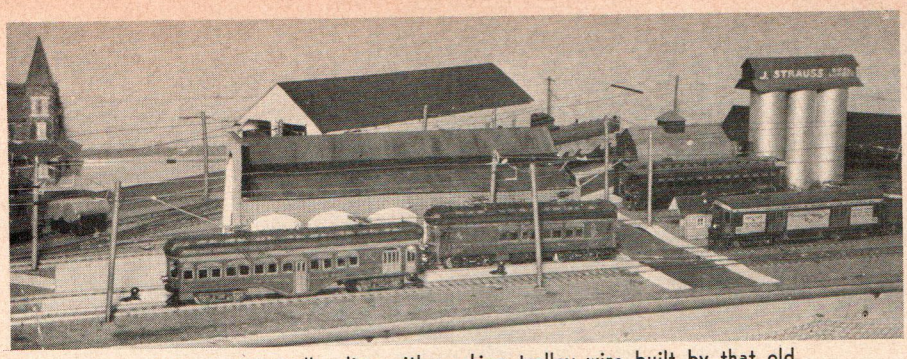
ANSWER: About the time of the birth of HO in the very late 'twenties, European O gauge used 7 mm. to the foot scale, so when this was halved, 3.5 mm. worked out, for HO scale.

### HO Trolleys

*R. W.: Is it really possible to hang model trolley wire in HO and have it work correctly so that trolleys run from its current? Don't the poles go off the wire?*

ANSWER: Here is a photo of my first HO interurban line, with, as you see, working overhead contract wire (rehung 4 times!). This was taken in 1940, long before lost-wax-cast hangers, etc. Techniques had yet to be worked out. Dewirements were few in ordinary running. Certainly it can be done even better today. Just how to solder the wire in place is something that cannot be taught in a paragraph or so, and I'll make it the basis for a whole article sometime.

The center-door combine at left of




1940 vintage trolley line with working trolley wire built by that old modeler, Bill Schopp. Scratch built trolleys using early power trucks were a rarity in HO at that time except for Walthers cast single truck Birney and Stock interurban. See "HO Trolleys' Q&A.

photo was cardboard and wood construction with a George Stock power truck. At a later stage, like so many real interurbans, it was made single-ended, with baggage compartment at the rear. Center car is a short wooden combine with Paul Moore sides and a Walthers power truck which later saw use in my line's cattle motor. Right-hand car is a motor box car, wood and cardboard, fitted with a Stock power truck. Coach in background was a trailer for a steam branch line which was latter narrow gauged.

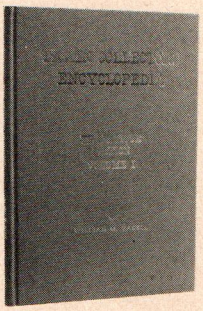
**English Mike**

*W.S.: The nylon gear on the main driving axle of my John English 2-8-2 has become damaged or stripped and I am unable to obtain a new set of geared drivers anywhere. I have been advised, also that it would be risky to remove the wheel to replace the gear because the wheels are zamak and might crumble. Can you make any suggestions?*

ANSWER: Nearly all HO drivers are made of zamak so go ahead and remove driver, put on a new gear, then remount and re-quarter the driver. New gears can be obtained from Kemstron, along with matching worms. (These will not be identical with original parts).

If the driver does crumble or cannot be made tight again, you haven't lost anything since the engine was


# TRAIN COLLECTORS ENCYCLOPEDIA



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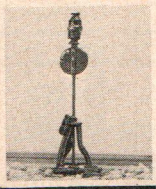

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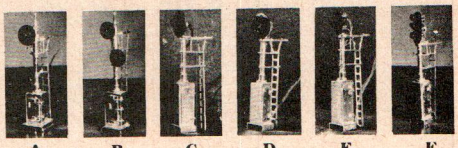

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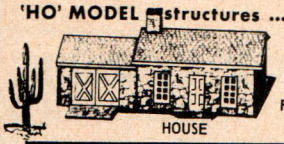
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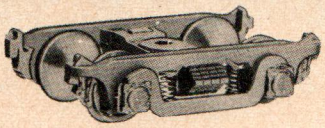
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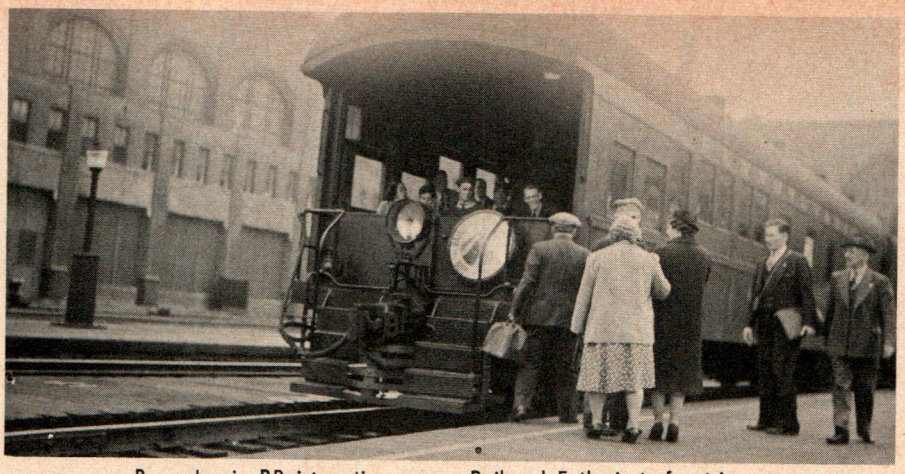
Pennsylvania RR inspection car on Railroad Enthusiasts fan trip possibly back in 1936 according to the recollection of Railroad Mag asst. editor Art Knowles who is still kicking himself for missing the $10 excursion to Altoona. Looks like a real good trip.

out of service anyhow. You could replace the entire set of drivers with those of similar size from a Mantua or Bowser Mikado, with worm to match.

### What Is It?

*E. S.: I thought I knew PRR rolling stock and motive power but the enclosed photo has me stumped. Looks like an open air gas-electric car. Help?*

ANSWER: It's an inspection car. It could be pushed ahead of the engine for officials to inspect the road, hence the bar pilot and headlight; or it would be pulled at the rear of a train. From the one ride I had in such a car on a fan trip, I recall that the open ended half of the car had a floor sloping upwards to give people in the back seats a view of the track (note higher level of windows), and the open back could be closed by an overhead-garage-type door containing much glass. The other end was an open platform. Some back-up movements must have been made on the trip shown since the brakeman's pig-tail whistle (and air-brake control valve) is visible on the far side of the coupler.

Perhaps an even more hep Pennsy fan than the questioner or I can tell us if these are still in existence or in use.

### Stalls at Crossing

*W. O.: I have set up a figure-8 shaped layout of HO sectional track and am trying to run a well known four wheeled steam switcher, with train over it. It runs well until it gets to the crossing, then stalls. If I push it over the crossing, it runs well on the other loop of the 8, then stalls as it reaches the crossing again. What's wrong?*

ANSWER: The trouble is probably not in the crossing, although filing out the flangeways a little, and cleaning the tops of the metal rails in the center or damond area may give better contact. Your crossing has certain plastic (insulated) parts and when the two pick-up wheels of the engine are on or near these, they get no current. Either both will be on the plastic, or the one that is, lifting the other pick-up wheel off the track. Your answer is to run your trains faster, so they coast across the dead spot, or use an engine with more pick-up wheels such as an 0-6-0 or 0-8-0. You could also change your layout to eliminate the crossing if all else fails.

### Valve Gear

*T. H.: I am trying to collect examples of HO locomotives which show the different type of valve gear. I can get plenty of Walschaerts and Baker valve gears, but have not run across others. Can you offer any suggestions?*

ANSWER: Stephenson value gear (inside) is assumed to be on engines which show none. This has been molded, with eccentrics and all, only in O scale so far.

Southern valve gear was used on the Akane/Sekino model of the USRA 2-10-2, and on the Gem model of the East Broad Top HOn3 2-8-2.

Young valve gear was used on one class of the UP 4-8-2, and we can but hope that when this is imported in 1966 it will prove to have that kind.

Poppet valve gear was used on the very rare N-San C&O Hudson.

### Slot Racer Motors

*T. W.: Would it be practical to use model race car motors to power HO trains? I am changing hobbies and would like to save money. Can the power packs be used.*

ANSWER: As long as the power pack gives 12v DC and at least 1 amp. it should be usable. You'll need a speed control more suitable for heavy trains and a reverse switch.

The motors in the small scale slot race cars have been used to power trolleys and traction power trucks but they are too fast and not powerful enough to be used in a locomotive, although it is conceivable that someone could build an engine around such motors.

The motors in the larger racers ARE very often model railroad motors in special mountings.

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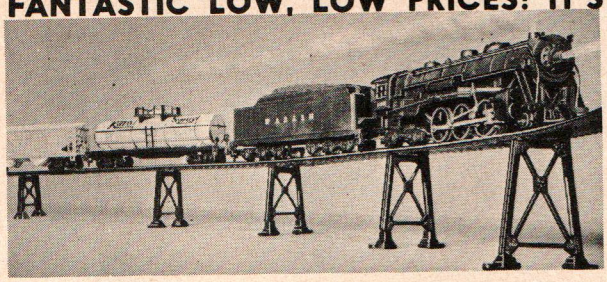

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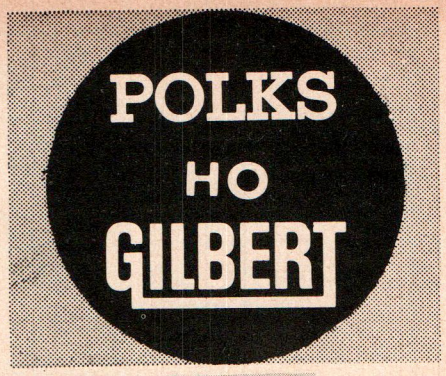


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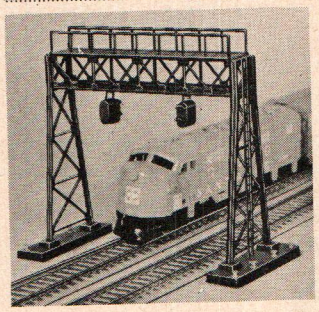

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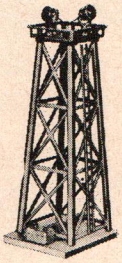

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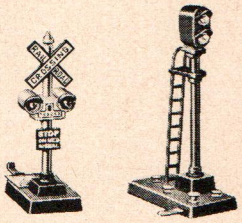

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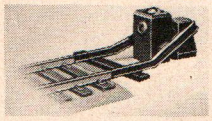

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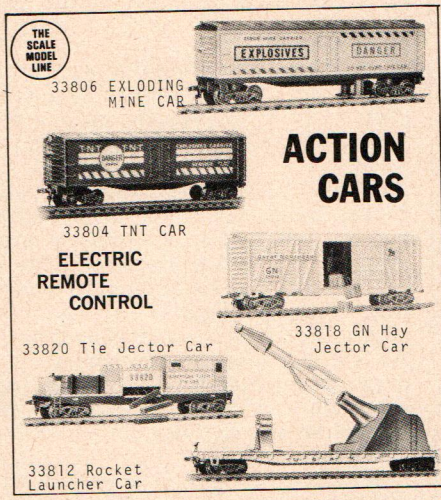


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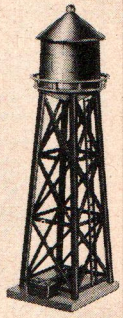

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## ACTION CARS

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| 33818 | GN Hay Jector Car | 4.98 | 2.39 |
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## ACCESSORY KITS

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| 35255 | Factory Kit (Lited) | $1.29 | $ .65 |
| 35274 | Signal Bridge Kit | 3.50 | 1.75 |
| 35253 | Split Level House Kit (Lited) | .98 | .49 |
| 35273 | Highway Lite Kit (3) | 1.49 | .79 |
| 35273 | Rotating Radar Tower Kit | 1.98 | .98 |
| 35275 | Blinking Billboard Kit | .98 | .49 |
| 35272 | Truss Bridge Kit (Lited) | 1.69 | .89 |
| 35250 | Dutch Colonial House Kit (Lited) | .98 | .49 |
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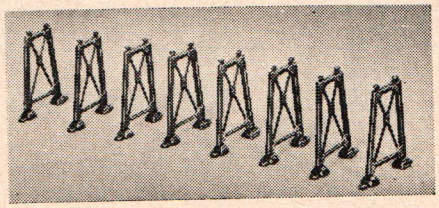

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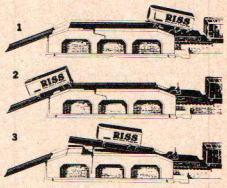


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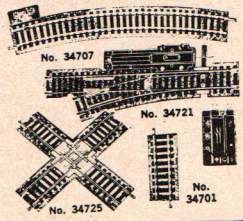


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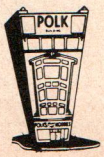


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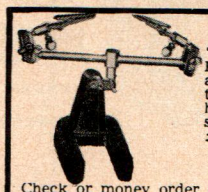

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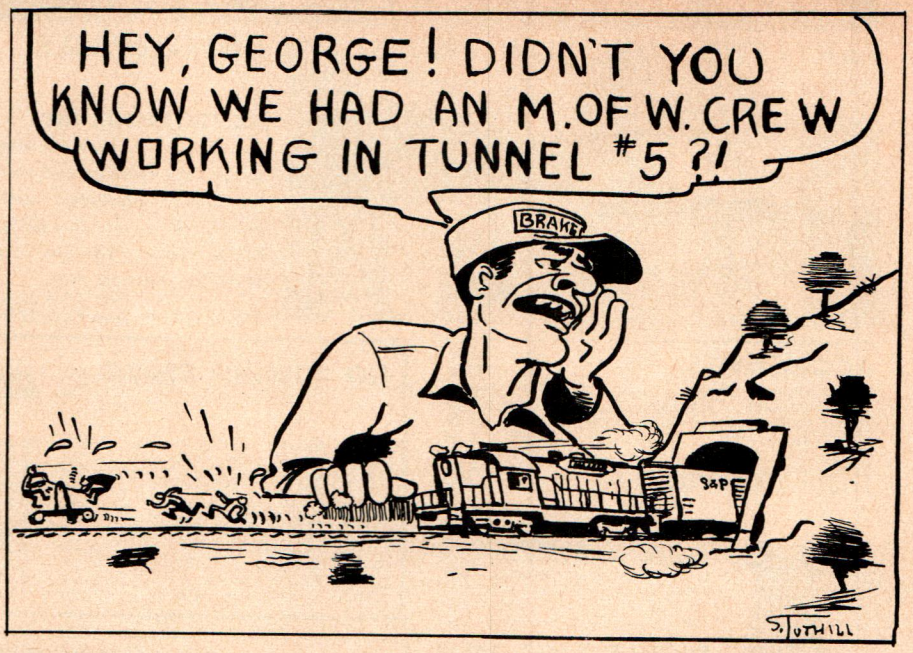


### Scratchbuilt

*R. J., M. J., Jr.: We have been arguing about the meaning of the word "scratchbuilt" as applied to a model locomotive. Can any bought parts be used?*

ANSWER: Building from scratch means from raw materials such as sheets, rods, tubes, of metal or wood or plastic. However it has come to be understood that, as applied to a locomotive, such things as drivers, other wheels and trucks, gears, and motor AT LEAST may be commercial. It is only when a commercial chassis, superstructure, or tender is modified and when lost wax castings are added that there is a gray area.

My own thought is that lost wax castings may be appended to wheels, gears, and motor, but that use of larger components should be designated otherwise. Although kits are seldom used, but parts of other engines snatched in-toto, the term Cross-Kit seems reasonable. Readers' thoughts are invited.

### Mansard Roof

*A. L. Are there any HO building kits available which are of a certain age so that they have mansard roofs?*

ANSWER: The only one to my knowledge is Alexander's "Haunted House," which, when built minus the spooks makes up into a fine, though small, Victorian mansion.

### Dog House

*R. W.: Where can I obtain an HO scale "dog house" as used on PRR, D&RGW, etc. steam loco tenders? Is it brass, plastic, or zamak?*

ANSWER: Your hope lies in Muncy, Pa. Write to Bowser, or have your dealer order a doghouse (2 pieces). It is 75c last I looked. This is zamak, but you could brass-plate it or squirt with brass paint.

### Choke Cables

*W. E.: Please suggest where or how I can get several dozen automobile choke cables to control my model railroad's switches from the panel? My auto parts store sells them for specific cars, but they cost as much as a switch machine.*

ANSWER: There are always so-called cut-rate auto supply stores around which have, in addition to standard equipment, special low priced lines. In the case of choke (or hood-latch) cable, only the handle is different, and you do not need chromed knobs to turn your switches. Cable longer than usual five or six foot length may be made by splicing, or a marine supply store can be contacted. On boats, such cables are used to manipulate certain engineroom controls from the flying bridge.

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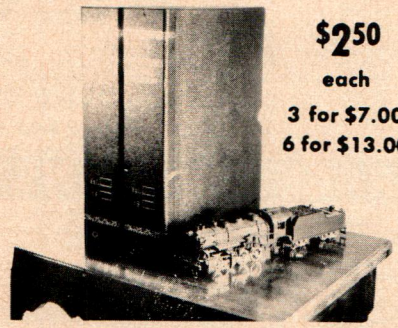

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**Advertising Index For March 1966**


**A**
All-Nation Line ..... 57
America's Hobby Center ..... 8, 9
Associated Hobby Manufacturers ..... 11, 55
Athearn, Inc. ..... 3
Austin, M. B. ..... 10

**B**
Baldwin Model Locomotive Works ..... 60
Benty Hobby Supplies ..... 60
Bowser Manufacturing Co. ..... 5
Boyd, A. B., Co. ..... 12

**C**
Cal - Scale ..... 55
Campbell Scale Models ..... 12
Central Valley ..... 6
Champion Decal Co. ..... 53
Cliff Line ..... 60

**F**
Floquil Products, Inc. ..... 60

**G**
Gandy Dancer ..... 13
Gardner "The Train Doctor" ..... 7
Glenmore Hardware Co. ..... 62
Gray, Max ..... 55

**H**
Hobby House, Inc. ..... 2
Huntingdon Model Works ..... 12

**K**
Kadee Metal Products ..... 12
Kar-Line Model RR Products ..... 12
Kemtron Corporation ..... 53
Keystone Models ..... 57

**L**
Little Engines ..... 62

**M**
Magazine File Co. ..... 62
Mespeth Hobby Center ..... 13
Midwest Traction Lines ..... 59
Mil-Scale Products ..... 59
Model Boilers ..... 56
Model Craftsman Pub. Corp. ..... 14, 59, 67
Model Die Casting Co ..... 6
Model Engineering Works ..... 59
Model Railroad Products ..... 6

**N**
Northeastern Scale Models ..... 57

**P**
Pacific Fast Mail ..... 68
Pittman Corporation ..... 7
Polk's Hobbycraft ..... 61
Preston, Nathan R., & Co. ..... 5

**R**
Raham's, Paul, S Gauge Supplies ..... 10
Railroad Model Craftsman ..... 43, 66
Real - Like ..... 59
Red Ball Trains - Howell Day ..... 12

**S**
S Gauge Herald, Inc. ..... 10
Sattler's HO Depot ..... 56
Scale Railway Equipment Co. ..... 10
Schopp, William ..... 59
Selley, Incorporated ..... 6
Semaphore Records ..... 12
Sherry, Allan ..... 12
Simpson Products ..... 62
Smith, Nicholas ..... 7
Special Shapes Co. ..... 7
Strete, Al ..... 62

**T**
Trackside Specialties ..... 59
Tru-Scale Models ..... 13

**U**
Ulrich, C. J., Company ..... 53

**W**
Walthers, Wm. K, Inc. ..... 10
Western Model Distributors ..... 56

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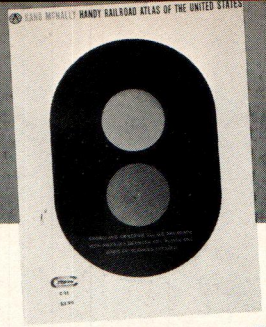


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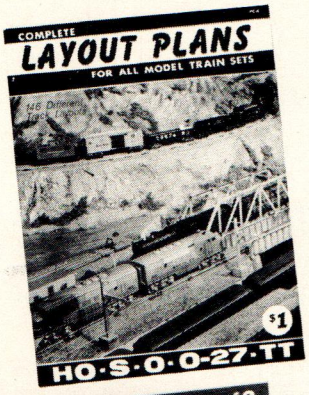


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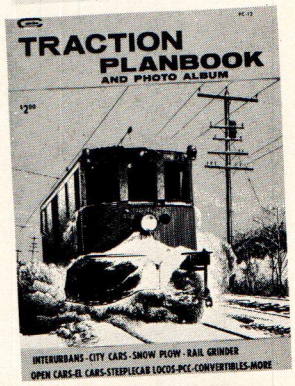


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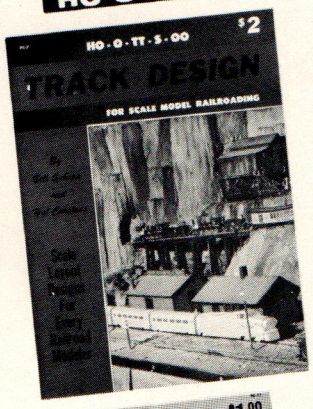


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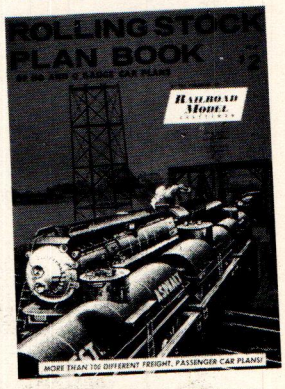


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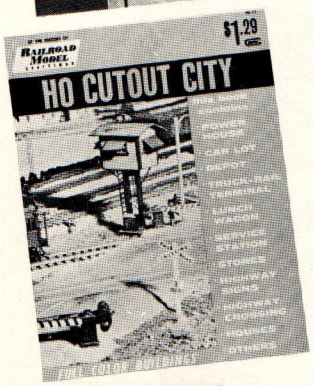


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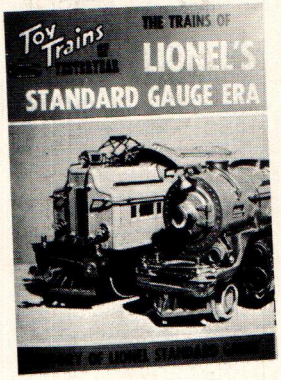


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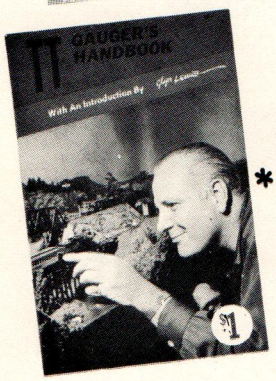


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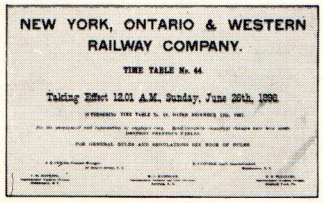
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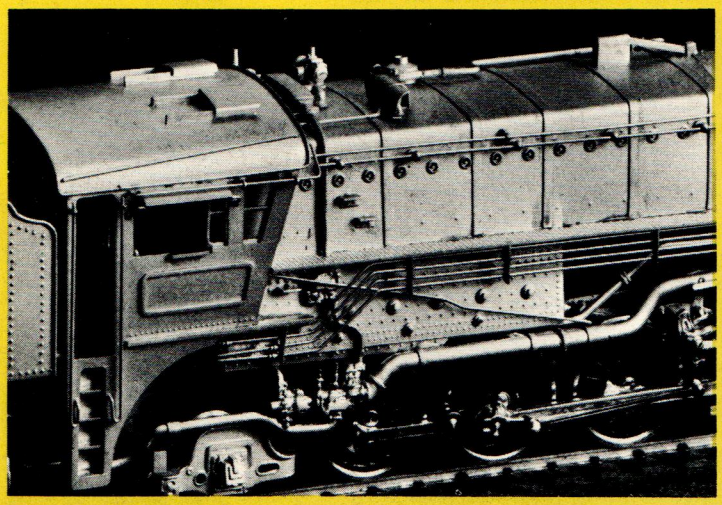

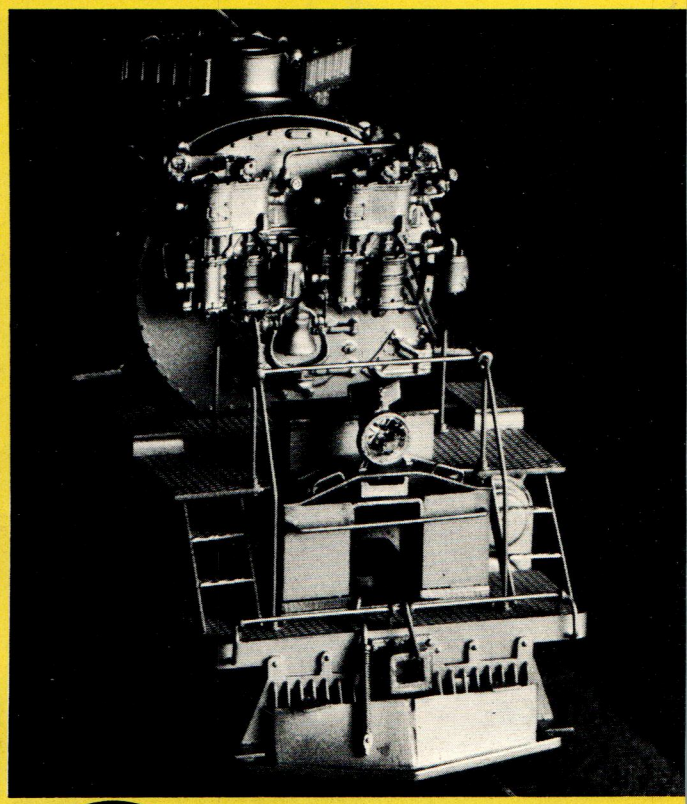

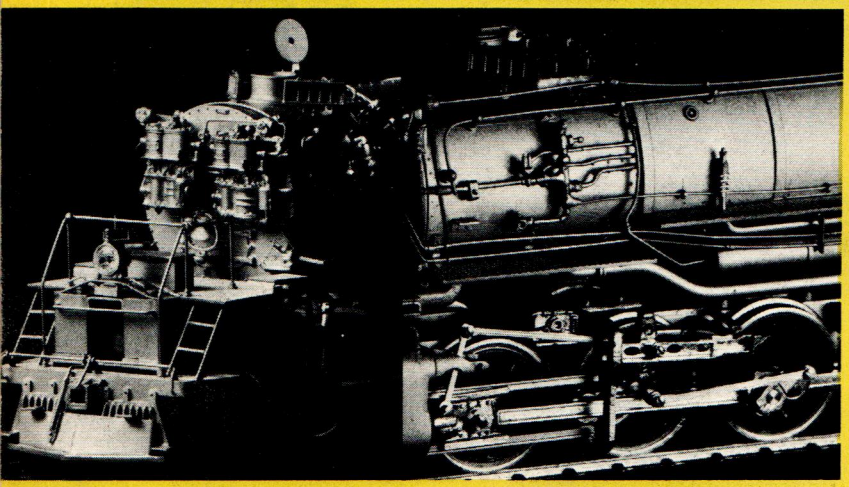

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